AUTHENTIC PERFORMANCE™

MOPAR®

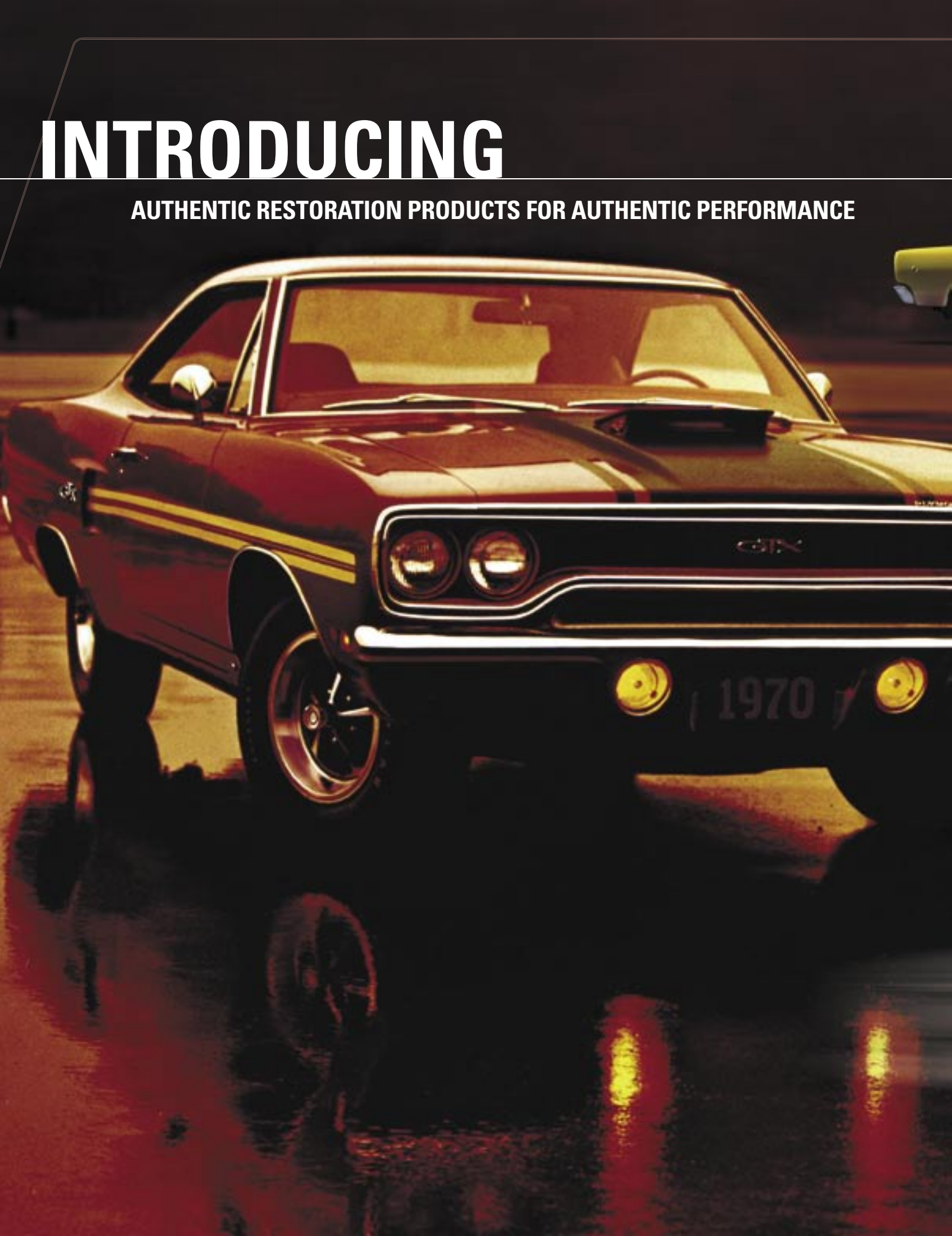
Restoration

2007 PARTS SOURCE BOOK

Part Number: P5153817

INTRODUCING

AUTHENTIC RESTORATION PRODUCTS FOR AUTHENTIC PERFORMANCE



Mopar's Restoration Products Source Book Is Your Project Authority.

If you're restoring a classic Chrysler, Dodge or Plymouth muscle car, it's time to kick it into high gear with authentic restoration products from Mopar.

Why settle for second best when you can get THE best for your restoration project. Consider that all Mopar restoration products are manufactured using original tooling and/or blueprints, and you'll quickly discover that Mopar restoration products are the real deal—not hopeful wannabes.

From ignition and electronics products, to body and wheel components, Mopar has you covered. In this new Mopar Restoration Products Source Book, you'll find everything you need for that classic 100-point Chrysler, Dodge or Plymouth muscle car you're striving for.

But Mopar's Restoration Products Source Book is more than just parts—it's your complete authoritative reference for everything you need to know about your vehicle and your restoration project. Licensee listings will help you go directly to the source for hard-to-find parts, and Vehicle Identification Number (VIN) decoding information will let you discover many things about your vehicle.

Your restoration project is serious business. Mopar restoration products are serious products. You're good to go with authentic restoration products from Mopar. You'll find it all here, in Mopar's new Restoration Products Source Book.

MOPAR PERFORMANCE WARRANTY

NOTICE

Federal and many state laws prohibit the removal, modification or rendering inoperative of any part or element of design affecting emissions or safety on motor vehicles used for transporting persons or property on a public street or highway. Violation may result in a fine of up to $27,500 per vehicle. Mechanical and/or electronic performance parts listed in this catalog **cannot** be used on vehicles used on public streets or highways. These parts may be used only on vehicles used solely in sanctioned off-highway events. No other applications are intended or implied. Those parts that have been granted an exemption by the California Air Resources Board (CARB) or meet the EPA requirements of memorandum 1A are legal for highway use in California, New York and Massachusetts and are noted as such.

NO PARTS WARRANTY – "AS IS"

Mopar Performance parts beginning with a "P" prefix are sold **"as is"** unless otherwise noted. This means that parts sold by Mopar Performance carry no warranty whatsoever. Implied warranties, such as warranties of merchantability, are excluded. (An implied warranty of merchantability means that the part is reasonably fit for the general purpose for which it was sold). The entire risk as to quality and performance of such parts is with the buyer. Should such parts prove defective following their purchase, the buyer and not the manufacturer, distributor or retailer, assumes the entire cost of all necessary servicing or repair. Dodge, Chrysler and Jeep® vehicle and parts warranties are voided if the vehicle or parts are used for competition. The addition of performance parts does not by itself void a vehicle's warranty. However, added performance parts (parts not originally supplied on the vehicle from the factory) are not covered by the vehicle's warranty, and any failure that they may cause is also not covered by the vehicle's warranty.

MOPAR PERFORMANCE CRATE ENGINE 90-DAY LIMITED WARRANTY

Mopar Performance Crate Engine Assemblies not used in competition are warranted for "parts only," AS DELIVERED against defects in materials or workmanship for 90 days from the date of purchase. The following parts, if defective, will be replaced on an exchange basis for 90 days: cylinder blocks and all internal parts; cylinder head assemblies; intake manifold; core plugs, valve covers; oil pan; timing gear; water pump; gaskets and seals. See your dealer for a copy of the warranty, which contains additional terms and limitations.

EMISSIONS STATEMENT

Federal law requires emissions parts on new vehicles to be warranted for at least two years or 24,000 miles, whichever comes first. Federal and many state laws also prohibit the removal, modification or rendering inoperative any part that affects emissions or safety on motor vehicles used on public streets or highways.

Many Mopar Performance parts are designated for track use or off-road use only. Installation of certain components may bring the vehicle out of compliance with safety and/or emissions standards. Mopar recommends that vehicles with parts designated in this fashion not be operated on public roads. Mopar Performance customers are responsible for complying with applicable state and local environmental regulations.

Additionally, certain performance parts may affect the emissions characteristics of the vehicle. If you install them on the vehicle, and your vehicle consequently fails a required state or local I/M (inspection and maintenance) emissions test, including any test required to maintain or renew your vehicle's registration, or if your vehicle is subject to an emissions recall, DaimlerChrysler may not be required to repair your vehicle under the emissions performance warranty, and you may be required to remove those parts at your own expense in order to obtain repairs necessary to pass the I/M test or to perform the recall.

NOTE — CALIFORNIA ONLY

The emissions laws and regulations of the state of California apply to all non-racing vehicles operated in California. Consequently, those parts marked in this catalog with an asterisk and appropriately marked on their packaging may legally be used in California only on a racing vehicle that will never be operated on public roads.

PARTS ORDERING AND INQUIRIES

The parts in this catalog may be ordered from authorized Chrysler, Jeep and Dodge dealerships or the speed shops carrying the Mopar Performance line of products. When a part ordered has been superseded, the replacing part will be shipped automatically. The price of the replacing part may differ from the ordered part.

All product illustrations and specifications are based upon current information at the time of publication approval. Although descriptions are believed correct, complete accuracy cannot be guaranteed. DaimlerChrysler reserves the right to make changes at any time, without notice or obligation, to the information contained on this printed document, including and without limitation to prices, specifications, equipment, colors, materials, and to change or discontinue products.

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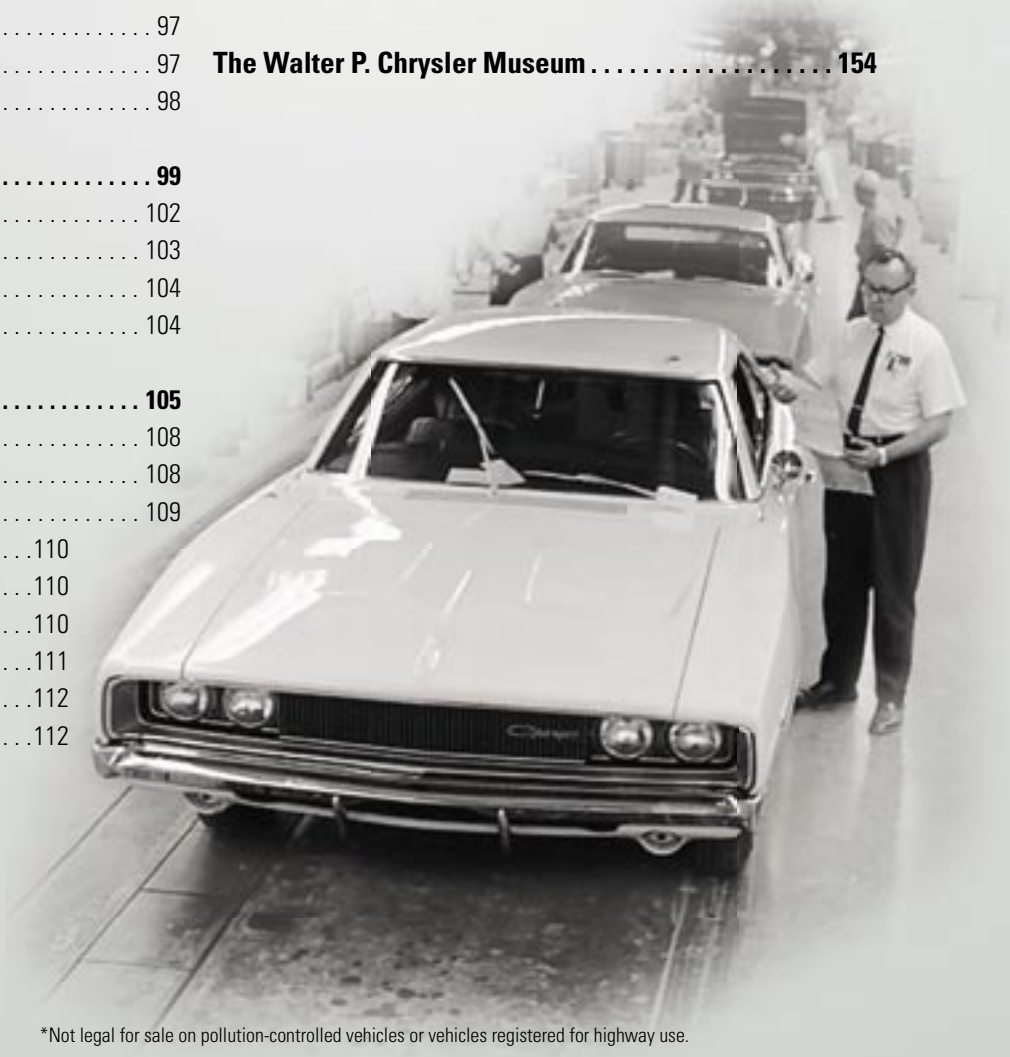
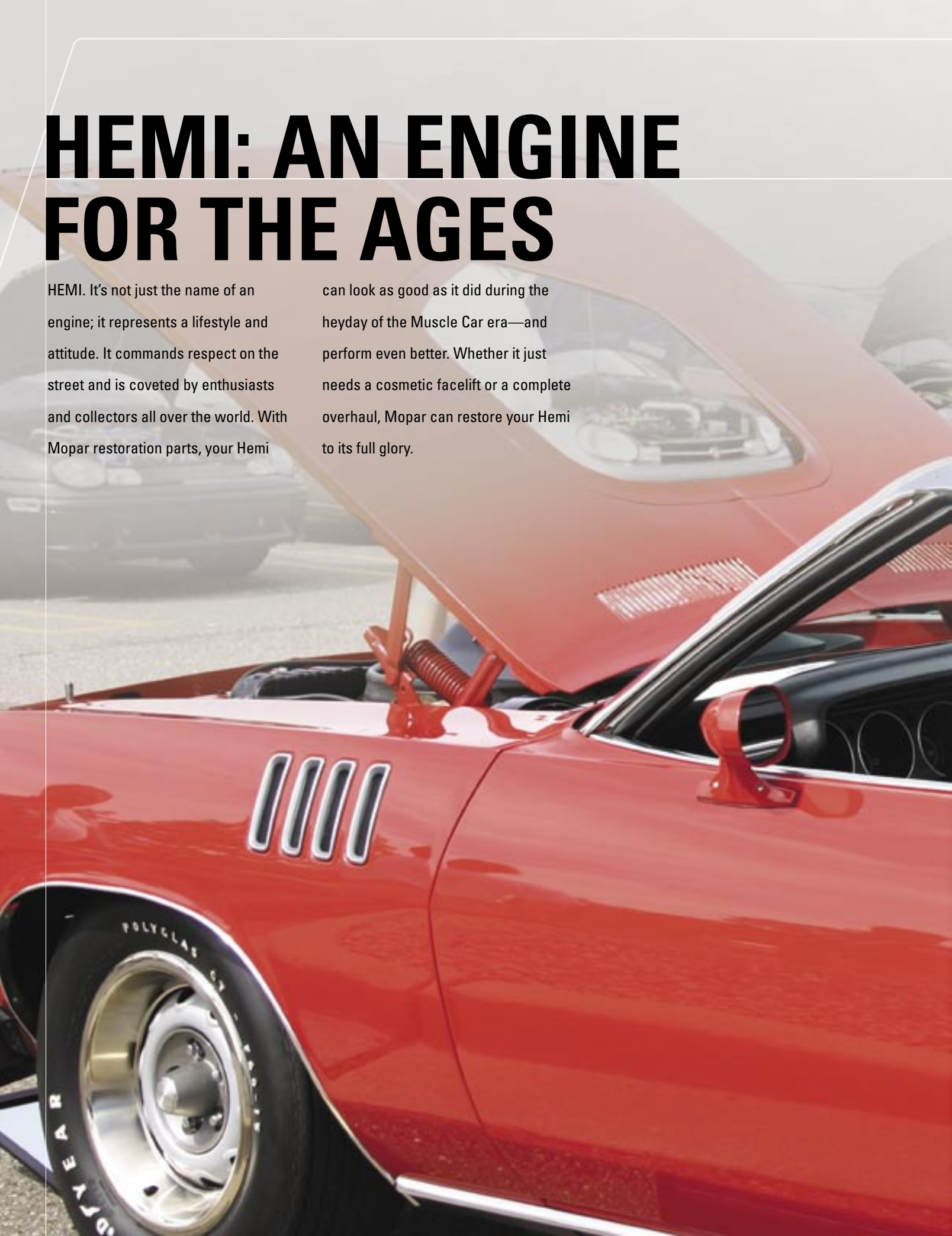


*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

HEMI

HEMI: AN ENGINE FOR THE AGES

HEMI. It's not just the name of an engine; it represents a lifestyle and attitude. It commands respect on the street and is coveted by enthusiasts and collectors all over the world. With Mopar restoration parts, your Hemi can look as good as it did during the heyday of the Muscle Car era—and perform even better. Whether it just needs a cosmetic facelift or a complete overhaul, Mopar can restore your Hemi to its full glory.



HEMI

HEMI® ENGINES

A. 426 Hemi Crate Engine — 465 Horsepower

Replace your rare numbers-matching original Hemi with the 426 Hemi Crate Engine. Here's classic power to move you! This Hemi crate engine puts 465 horsepower and 486 ft.-lbs. of torque under your right foot. For maximum performance, Mopar recommends the use of a 750 cfm Holley Carburetor (P4349228 — available through Mopar) and 2.00" Exhaust Headers (not available through Mopar).

Specifications:

- Built with all-new components
- Heavy-duty Cast Iron Block with Cross-Bolted Mains
- Cast Iron Cylinder Heads
- Chrome Valve Covers
- Breathers
- Stainless Steel 2.25" Intake Valves and 1.94" Exhaust Valves
- Heavy-Duty Single Valve Springs with Dampers
- Premium Material Umbrella-Type Valve Stem Seals
- 278° Hydraulic Camshaft — 0.495"/0.480" lift
- Forged Pistons — 4.250" bore, 9.0:1 compression ratio*
- Aluminum Dual-Plane M1® 4-bbl Intake Manifold
- Forged Steel Crankshaft — 3.750" stroke
- Premium Double Roller Timing Chain and Sprockets
- Front Timing Chain Cover
- 6-Quart Rear Sump Oil Pan (1970–71 B- and E-Body style)
- Spark Plug Wires
- High-Performance Electronic Distributor
- Heavy-Duty Engine Stand and Shipping Crate

*9.0:1 compression ratio allows the use of current high-octane premium pump gasoline. Crate engines that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states. Horsepower and torque rating based on test engine. Ratings may vary on individual engines.

***P5249667AC** 426 Hemi Crate Engine — 465 Horsepower, 486 ft.-lbs. Torque

A.

B. Cast Iron Hemi Blocks

We've made the best even better! Mopar Performance Hemi engine blocks have undergone revised, updated tooling. They are machined to closer tolerances than ever and feature increased material in the thrust area.
Just check out the features:

- 100% CNC machined for accuracy and quality
- Brand-new castings made from high nickel alloy cast iron
- Thicker deck surface for improved rigidity and gasket sealing
- Ductile iron main caps, which are cross-bolted on the three center caps on all the blocks
- Stock 10.72" deck height allows for installation of all standard components
- Machined to accept all standard production pieces such as heads, manifolds, water pumps, tappets, cams and distributors
- Machined and cast in various configurations to meet your specific requirements.

426 Hemi Cast Iron Street Blocks

Maintains the original 4.25" bore size while maintaining water flow between the cylinders (non-siamesed) for the purpose of improved cooling and sealing durability. As an added feature, if you want to drop in a Hemi where a Big Block used to be, you can select the block that has ears cast and drilled on the sides to accommodate the Big Block engine mounts (P5007669AB).

***P5007667AB** 426 Hemi Cast Iron Street Block — Rough Bored at 4.19"
***P5007668AB** 426 Hemi Cast Iron Street Block — Finish Bored at 4.25"

B.

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

A.

B.

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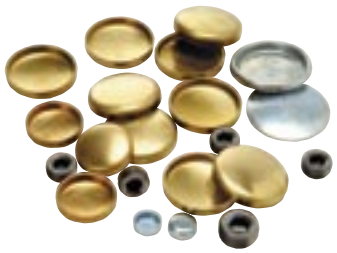
D.



E.

F.

ENGINE BLOCK COMPONENTS

A. Rear Main Bearing Seal Retainer Kit

Rear Main Bearing Seal Retainer Kit contains engine rear main seal retainer, retainer bolts and seal package.

P4529732	Rear Main Bearing Seal Retainer Kit (Hemi, Big Block)

B. Oil Seal Package

Oil Seal Package includes crank seals and installation tool.

P4271961	Oil Seal Package (Hemi, Big Block)

C. Block Hardware Package

This Block Hardware Package includes all necessary dowels, plugs, bushings and keys, as well as core plugs, rear cam bearing plug, drive gear bushing and head dowels.

P5249259	Block Hardware Package (Hemi, Big Block)

D. Engine Teardown Gasket Set

Engine Teardown Gasket Set includes all gaskets needed for complete Hemi engine teardown. Includes oil pan, cylinder head, valve cover, timing chain case cover, intake manifold and oil pump gaskets.

P3412083	Engine Teardown Gasket Set (426 Hemi, 1966 and later)

E. Core Plugs

These round, press-in engine Core Plugs fit standard or Mopar race cast iron blocks.

P5249708	Brass Core Plugs (426 Hemi and Big Block)

F. Classic Hemi Engine Installation Components

Mopar offers these much needed parts to make your 426-based original production or crate Hemi engine installation easier. Each part sold individually.

P4510281	Crank Pulley — Power Steering
P4510286	Crank Pulley — without Power Steering
P4510282	Water Pump Pulley Hemi
P4510283	Crank Pulley Spacer
P4510284	Oil Dipstick and Tube
P4510285	Coil Bracket
P4510287	Engine Mount Bracket — Two Required for Hemi Crate Engine Installation
P4510288	LH Insulator
P4510289	RH Insulator

HEMI® ENGINES

CRANKSHAFTS AND ACCESSORIES

A. Forged Crankshafts — Machined

High-strength, high-quality forged crankshafts machined from 4340 steel. For high-performance race applications. Eight-bolt flange.

*P5007251	Forged Race Crankshaft — 3.75" Stroke, Full Radius, 8-Bolt, Balanced (426 Hemi, Wedge, "RB")

B. Crank Key Package

Crank Key Package locates crank sprocket on the nose of the crank. Contains two keys.

P5249822	Crank Key Package (426 Hemi, Big Block)

C. Crank Bolt Packages

These Crank Bolt Packages are used to attach the damper to the crankshaft.

P5249557AB	Crank Bolt Package — 2.25" Length (Big Block, Aftermarket Dampers)
P5249562	Thin Damper Crank Bolt Package — 1.25" Length (With E.O. Dumpers)

D. Steel Vibration Damper

This Steel Vibration Damper features a steel ring and a universal 6-bolt front pulley mount pattern. SFI approved.

P5249699	Steel Vibration Damper (1966–71 426 Hemi)

E. Thin Crank Vibration Damper

The Thin Crank Vibration Damper is designed for forged cranks and used primarily in Big Block and Hemi engines. Features 90° index markings and a symmetrical 6-bolt pattern for pulley attachment. On pre-1972 engines with stock pulleys, minor modifications will be needed to attach bottom pulley. Not SFI approved. Must use 383/440 engine pulleys (not available through Mopar).

P3830183	Thin Crank Vibration Damper (Hemi, Big Block)

A.

BIG BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)

Bore	3.75"	Stroke 4.15"	4.50"
4.25"	426	472	511
4.31"	438	485	525
4.32"	440	487	528
4.38"	452	500	542
4.50"	477	528	573
4.53"	484	535	580
4.56"	490	542	588

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F.

A. Damper Degree Timing Tape

Improve timing accuracy with Damper Degree Timing Tape. Marked in 90° increments. Self-adhesive strip adheres to crank vibration damper for clear identification of marks. Permits initial total spark advance up to 60° instead of only 10°–15° as on chain case timing tab.

P4529070AB	Damper Degree Timing Tape

B. Oil Slinger

This Oil Slinger protects front seal from excessive oil contact. Forces lubricant oil into chain.

P5249636	Oil Slinger (Hemi, Big Block)

C. Double Roller Chain and Sprocket Sets

High-strength Double Roller Chain and Sprocket Sets provide added durability and decreased rotational friction versus the production silent chains. Three machined keyways in crank sprocket adjust the cam timing. Kits includes Magna-Fluxed Sprockets and Roller Timing Chain.

*P4452815	All-Out Race Chain and Sprockets — 3-Bolt Mount, Standard Size (Hemi, Big Block)
P5249269	Double Roller Chain and Sprockets — 3-Bolt Mount (Hemi, Big Block)

D. Chrome-Plated Front Timing Chain Cover

Chrome-Plated Front Timing Chain Cover includes cover, seal and gasket.

P4349816	Chrome-Plated Front Timing Chain Cover (Hemi, Big Block)

E. Chrome Bolt Package for Front Timing Cover

Engine chrome dress-up projects are incomplete without chrome bolts.

P4452795	Chrome Bolt Package for Front Timing Cover (Hemi, Big Block)

F. Front Cover Seal and Gasket

P4876280	Front Cover Seal (Hemi, Big Block)
P4876769	Front Cover Gasket (Hemi, Big Block)

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HEMI® ENGINES

PISTONS AND CONNECTING RODS

A. Forged Steel Connecting Rod

This durable connecting rod is forged from 4340 super high-strength steel as a single piece. Includes high-strength bolts.

P5249898 Forged Steel Connecting Rod — Floating Pin, 6.86" Center-to-Center; Sold Individually (426 Hemi)

A.

B. OE Factory Camshafts

Mopar offers two original Street Hemi camshafts. The mechanical version is based on the 1968–69 grind. It's also and excellent upgrade for 1966–67 Street Hemi applications. The hydraulic version is an exact replacement for all 1970–71 Street Hemi vehicles.

*P4529315 Hydraulic Camshaft (1970–71 Street Hemi)
*P4529316 Mechanical Camshaft (1968–69 Street Hemi— can be used on 1966–67 Street Hemi applications)

B.

STREET HEMI® REPLACEMENT CAMSHAFTS

Part Number	Advertised Duration	@ 0.050	O-Lap	Center Line	Lift	Recom. Spring	Valve Lash	Tappets	Applications & Comments
*P4529315	284/284	241/241	72	106	0.484/0.475	P3690933	—	Y	1970–71 hydraulic
P4529316	284/284	241/241	72	106	0.484/0.475	P3690933	28/32	Y	1968–69 mechanical

Valve lash is listed in thousandths. For example, .028» lash settings are "cold."

C. Camshaft Bearings

Complete engine set of Camshaft Bearings

P5249711 Camshaft Bearings — Babbitt Applications (426 Hemi)

Camshaft Sprocket Bolts (Not Pictured)

P5007801 Camshaft Sprocket Bolt Kit — for 3-Bolt Mounting, Includes Three Bolts (426 Hemi, Big Block)

C.

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CAMSHAFTS AND LIFTERS

A. Pushrods

Engineered to be installed in your Hemi engine rebuilding project. These 3/8" diameter pushrods are sold as complete engine sets or individually for service.

P4529561	Hydraulic Pushrods — 10.47" Intake, 11.45" Exhaust, Set of 16
P4529547	Hydraulic Pushrod — 10.47" Intake, Sold Individually
P4529548	Hydraulic Pushrod — 11.45" Exhaust, Sold Individually

A.

CYLINDER HEADS, GASKETS AND HARDWARE

B. Aluminum Cylinder Heads

Hemi Aluminum Cylinder Heads are interchangeable with the production cast iron heads and offer a weight reduction of 50 lbs. per engine set. Each features a single plug per cylinder (capability for dual), a common 2.25" intake and 1.94" exhaust valve machining, and a 170 cc combustion chamber. Includes valve seats and guide inserts. Assembly includes valves, springs, retainers and keepers.

*P4876857	Aluminum Cylinder Head Assembly (528 Hemi Crate Engine)
*P4529336	Aluminum Bare Machined Head (426 Hemi)

B.

C. Cast Iron Cylinder Heads

Hemi Cast Iron Cylinder Heads are designed for more power. Stiffer and stronger than original, increased material permits porting for improved airflow. They feature the same outward appearance as the original 1966–1971 heads, except for shape of alternator boss. All components attach the same as original (intake, exhaust, valve guides, seats, rocker gear, etc.). Features 170 cc combustion chamber and 2.25" Intake and 1.94" Exhaust valve machining.

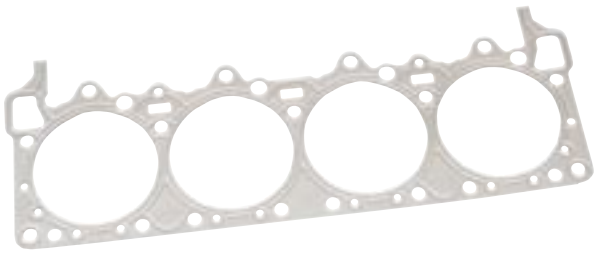
*P4876855	Cast Iron Cylinder Head Assembly (426 Hemi Crate Engine)
*P4529898	Cast Iron Bare Machined Head (426 Hemi)

C.

D. Cast Iron Head Steel Shim Gaskets

These Cylinder Head Shim Gaskets are sold in pairs.

P4120247	Cast Iron Cylinder Head Steel Shim Gaskets— 0.020" Compression Thickness



D.

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HEMI® ENGINES

A. Composition Material Cylinder Head Gaskets
Hemi Composition Material Cylinder Head Gaskets can be used for replacement or competition applications up to 12.5:1 compression ratio. These premium high-quality head gaskets offer maximum sealing for standard and high-compression (12.5:1) Hemi engines. They have thickness of 0.040" to 0.042" and are sold in pairs.

P4529456	Composition Material Cylinder Head Gaskets — 4.250"–4.310" Bore
P4876071	Composition Material Cylinder Head Gaskets — 4.380"–4.500" Bore

B. Cylinder Head Hardware Kit
Cylinder Head Hardware Kit contains four head freeze plugs and 10 dowel pins for the rocker shaft stands.

P5249570	Cylinder Head Hardware Kit

C. Cylinder Head Bolt Set
Cylinder Head Bolt Set includes head bolts and washers for one cylinder head.

P4529978	Cylinder Head Bolt Set

D. Hardened Washer Sets
Hardened Washer Sets for use with head bolts and main caps. They are sold in sets of 20.

P4120456	Hardened Washer Set — 3/8" (Big Block)
P4120459	Hardened Washer Set — 1/2" (Big Block)

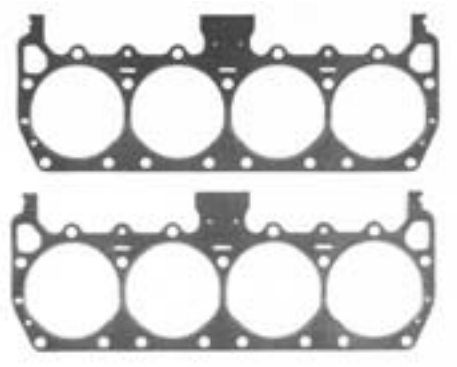
VALVE COVERS AND HARDWARE

E. High-Performance PCV Valve
For you V8 owners with four-barrel carburetors, Mopar now offers high-performance PCV valves. They look just like the originals, but feature a free-flow design to help performance V8s breathe easier. Sold individually.

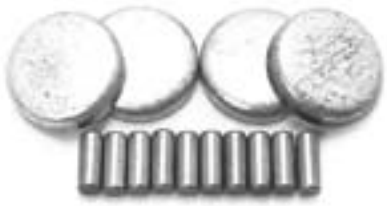
P4343581	High-Performance PCV Valve (V8 Four-Barrel)

F. Black Wrinkle Cast Aluminum Valve Cover Set
Dress up your 426 Hemi with this handsome Black Wrinkle Cast Aluminum Hemi Valve Cover Set. Painted black wrinkle and finned with Hemi logo cast in. For single-plug cylinder head applications. Uses Street Hemi valve cover rail. Gaskets included.

P5007796	Black Wrinkle Cast Aluminum Valve Cover Set (1966 and later Street Hemi)



A.



B.

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E.

F.

A.

A. Chrome Valve Cover Set

Dress up your Hemi engine compartment with this Chrome Valve Cover Set. Set features quality chrome plating and includes two valve covers and gaskets.

P4529338	Chrome Valve Cover Set (426 Hemi)
P4120353	Replacement Valve Cover Gaskets — Rubber Reinforced Cork, Two Per Set (1966 and later Street Hemi)

B.

B. Stamped Steel O.E. Black Wrinkle Valve Cover Sets

Mopar takes another giant step to help the restoration crowd with these O.E. Black Wrinkle 426 Hemi Valve Cover Sets. Original equipment for all 1966–1971, 426 Hemi engines, these stamped steel black wrinkle covers have the spark plug wire brackets and rubber coated alternator wiring looms. Sets include left and right valve covers, gaskets and hold-down studs and nuts. P4529399 also includes chrome breather cap, metal PCV valve and chrome PCV cap. P4510577 also includes chrome oil fill cap and grommets for PCV and breather.

P4510577	Black Wrinkle Valve Cover Set — Original Equipment (1970–71 426 Hemi)
P4529339	Black Wrinkle Valve Cover Set — Original Equipment (1966–69 426 Hemi)
P4120353	Replacement Valve Cover Gaskets — Rubber Reinforced Cork, Two Per Set (1966 and later Street Hemi)

C.

D.

C. Service Parts for Cast Aluminum Valve Covers

These parts will come in handy when servicing Mopar Cast Aluminum Valve Covers.

P5007499	Breather — Bolt-On, Pictured (Valve Cover P5007796)
P5249947	Stud and Nut Kit — Long
P5249949	Oil Filter Cap — Screw-In

D. Valve Cover Stud and Nut Package

This Valve Cover Stud and Nut Package contains 20 studs and 20 nuts, and will allow you to retain factory valve covers. For use with all stamped (sheet metal) covers.

P4529897	Valve Cover Stud and Nut Package (1966–71, 426 Hemi)

E.

F.

E. Chrome Breather Cap

Chrome Breather Cap for use with stamped steel Hemi Black Wrinkle and Chrome Valve Covers (P4529338, P4510577, P4529339).

*P4529896	Push-In Style Breather Cap (1964–69, 426 Hemi)

F. PCV Package

Use this original equipment 426 Hemi PCV Package for restoration or repair of Hemi valve covers. This factory reissue kit contains one PCV valve cap, a PCV valve and nut, and one PCV valve retaining spring. Push-on style PCV valve cap is chrome and fits 1964–1969 Hemi valve covers, including Mopar chrome or Black Wrinkle Valve Cover kits. Also can be used to service non-Hemi '60s era push-on style PCV valves.

*P4529895	PCV Package (1964–69 426 Hemi)

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

HEMI® ENGINES

A. Valves
These stainless valves for your 426 Hemi engine have swirl-polished underheads that have no flat or ski jump areas. They feature a 5/16" stem diameter and one square groove. For use with cast iron and aluminum cylinder heads.

*P5249203	Intake Valve — 2.25" Diameter, 5.40" Stem Length (426 Hemi)
*P5249204	Exhaust Valve — 1.94" Diameter, 4.86" Stem Length (426 Hemi)

B. Valve Seals
Made of high-temp Viton material, these Valve Seals feature a full or semi-umbrella shape for best dual-purpose use. Helps prevent oil seepage down valve guides. Not recommended for use with dual valve springs. Sold in sets of 16.

P5249661	Valve Seals — 5/16" Stem Size, 0.530" Guide (426 Hemi, 5.2L/5.9L Truck Magnum/Jeep Engines)

C. Valve Stem Lash Caps
These lash caps are 0.080" thick and fit between the end of the valve and the rocker arm tip. They are made of hardened steel for improved rocker tip durability. Larger area than stock valve tip to help spread the rocker loads. Sold in sets of 16.

*P4120626	Valve Stem Lash Caps — 3/8" Stem (426 Hemi, Big Block, Small Block, Truck Magnum/Jeep Engines)
*P4120635	Valve Stem Lash Caps — 5/16" Stem (426 Hemi, Big Block, Small Block, Truck Magnum/Jeep Engines)

D. Valve Guides
These silicon-bronze alloy Valve Guides are designed for aluminum heads. They must be pressed into the head once it is prepped. To replace guides in aluminum heads requires removal of the old guide and some prep to resize the guide holes. Guide I.D. must be sized for the valve stem once pressed into the head. Guides can be used to modify, rebuild or repair aluminum heads. Sold individually.

P4876709	Valve Guide — 5/16" Valve Stem, Intake
P4876710	Valve Guide — 5/16" Valve Stem, Exhaust

E. Valve Keepers
These single groove style Hemi Valve Keepers are made from hardened material. They feature a 5/16" stem diameter and can be used for restoration or performance applications. Sold as cylinder head sets of 16 pieces (note that two sets are required for all V8 engines).

P4120634	Valve Keepers
P4529038	Valve Keepers

A.

B.

C.

D.

E.

VALVE KEEPERS

Part Number	Valve Angle	Stem Diameter	Groove	Retainers	Sets
P4120634	8°	5/16"	Single-Square	P4452769, P4529288, Stock	16 Pieces
P4529038	10°	5/16"	Single-Square	P4120785, P4286775	16 Pieces

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

A.

VALVE SPRINGS

Part Number	Installed Ht.	Description	OD	Wire Dia.	Lift Range	Material	Retainers
P4286812	1.83"/1.86"	Single/damper	1.49"	0.208"	0.430"/0.460"	Chrome vandium	P4452033
P3690933	1.83"/1.86"	Single/damper	1.53"	0.224"	0.440"/0.500"	Chrome vandium	P4452769, P4529288, P5007858
P5249848	1.86"/1.87"	Single/damper	1.55"	0.216"	0.480"/0.540"	Chrome silicon	P4452769, P4289288
P2806077	1.83"/1.86"	Dual/damper	1.52"	0.215"	0.500"/0.610"	Chrome vandium	P4529288, P4120785
P4876064	1.86"/1.88"	Dual/damper	1.60"	0.216"	0.590"/0.640"	Chrome silicon	P4529288, P4120785
P5249849	2.00"/2.02"	Dual/damper	1.55"	0.216"	0.650"/0.750"	Chrome silicon	P4120785
P4007536	2.00"/2.02"	Triple	1.62"	0.225"	0.640"/0.745"	Chrome silicon	P4286775

1. All valve springs are sold individually.
2. On W7 heads and others with x-long valves, like the 5.40" length, the typical installed spring height is 2.00" so only the springs listed above for the 1.99" thru 2.02" installed heights can be used.
3. With a single spring, the damper is installed inside the main spring; with a dual spring, the damper is installed between the inner and outer springs. There is no damper in the triple springs.
4. Retainers — the ones listed are the basic recommendation. Check the actual retainer listing for other options-added installed height, materials, lock size.

A. Valve Springs

High-pressure Valve Springs can be used on exhaust and intake valves for all high-performance applications. They feature a shorter fully compressed height and allow for increased valve lift. Springs maintain spring load at higher rpms. A must for high-performance cams. Sold individually. Refer to chart for spring specifications.

P4286812	Valve Spring
P3690933	Valve Spring
P5249848	Valve Spring
P2806077	Valve Spring
P4876064	Valve Spring
P4876064	Valve Spring
P5249849	Valve Spring
P4007536	Valve Spring

Note: With a single spring, the damper is installed inside the main spring. With a dual spring, the damper is installed between the inner and outer springs. There are no dampers in the triple springs. The retainers listed are the basic recommendation. Check the actual retainer listing for other options.

HEMI® ENGINES

A. Valve Spring Retainers
These Valve Spring Retainers for Hemi engines are available in three levels of performance: steel for restoration, chrome moly for heavy-duty applications and titanium for top-level race performance. Sold individually.

*P4452769	Steel Valve Spring Retainer
*P4529288	Chrome Moly Valve Spring Retainer
*P4120785	Titanium Valve Spring Retainer (426 Hemi, Big Block, Small Block, Slant Six, 3.9L V6)
*P4286775	Titanium Valve Spring Retainer (426 Hemi, Big Block, Small Block)

ROCKER SHAFTS, SUPPORTS AND HARDWARE

B. Rocker Shafts
These chrome Rocker Shafts are for use with mechanical valve gear. They are sold individually.

P5249631	Rocker Shaft — Intake, On-Center
P5249632	Rocker Shaft — Exhaust, On-Center

C. Rocker Shaft Supports
Blue anodized, extruded aluminum Rocker Shaft Supports for 426 Hemi. Complete engine set includes 10 pieces plus hardware.

P5249505	Rocker Shaft Supports

D. Rocker Shaft End Plugs
Rocker Shaft End Plugs are sold as a set of four. They do not fit aftermarket rocker shafts.

P5249633	Rocker Shaft End Plugs (426 Hemi and Big Block)

E. Rocker Shaft Springs
Rocker Shaft Springs for use on all production-based Hemi valve gear. Used to locate rockers on the shaft. Includes 14 long springs and two short springs. Package contains one engine set.

P4452827	Rocker Shaft Springs (426 Hemi)

A.

VALVE SPRING RETAINERS

Part Number	Material	Locks	Valve Stem	Valve Spring	Installed Height
*P4286775	Titanium	10°	5/16"	Triple	0.060" Increase
*P4120785	Titanium	10°	5/16"	Dual	Standard
*P4529288	Chrome Moly	8°	5/16"	Single/Dual	Standard
*P4452769	Steel	8°	5/16"	Single	Standard

B.

C.

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F.

426 HEMI INTAKE MANIFOLD APPLICATION CHART

Engine	Cyl. Head	Perf. Level	Carburetion	Resto	Drag	Street
426 Hemi	All	All	8-bbl Inline	Stock	Stock	Stock
426 Hemi	All	All	8-bbl Cross Ram	Stock	*P5007534	*P5007534
426 Hemi	All	All	4-bbl	—	*P4876188	*P4876188
426 Hemi	All	All	8-bbl Dual Quad	*P4510633	*P4510633	*P4510633

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

A. Mechanical Rocker Arms

These Rocker Arms are made of SAE 1041 forged steel. They feature hardened valve tip pads to help prevent scuffing and internal bushings. Can serve as a replacement for original production rockers. Fits both cast iron and aluminum heads. Sold individually.

*P4529705	Mechanical Rocker Arm Package — Production Ratio, Intake
*P4529706	Mechanical Rocker Arm Package — Production Ratio, Exhaust
*P4529707	Mechanical Rocker Arm Package — 1.7 Ratio, Exhaust
*P4529708	Mechanical Rocker Arm Package — 1.65 Ratio, Exhaust

Note: High-ratio rockers may require grinding on block and head for push rod clearance.

B. Rocker Arm Adjusting Screw and Nut Set

Rocker Arm Adjusting Screw and Nut Set includes eight screws and nuts. Note that two sets are required for V8 engines.

P5007444AB	Rocker Arm Screw and Nut Set (Hemi, Big Block)

INTAKE MANIFOLDS AND HARDWARE

C. NEW! 1966-71 Street Hemi Intake Manifold

Back by popular demand, the original 1966-71 Street Hemi in-line Dual Quad Manifold uses original Carter AFB carburetors and maintains production mounted bosses for throttle return brackets. Has same factory casting numbers and Pentastar as the original.

P5153737	Street Hemi Intake Manifold in-line dual quad manifold

Note: Manifold comes unpainted.

D. Dual Quad Intake — 8-bbl

This new aluminum in-line Dual Quad Hemi Intake Manifold is based on the marine/NASCAR version and is built from the original tooling! Machined to accept aftermarket AFB Carburetors or Holley Carburetors (P4452778 rear, P4452779 front), this manifold will fit production 426 Hemi heads and has provisions for manifold heat and power brakes. It retains the same stock height as the production 1966–71 Street Hemi AFB Intake Manifold. Production AFB air cleaner baseplate/lid will need to be changed or modified. Some O.E and aftermarket linkage components and fuel lines are needed to complete the installation.

*P4510633	Aluminum Dual Quad Intake — Dual 4-bbl Carbs (426 Hemi)

E. Cross Ram Intake — 8-bbl

This aluminum Cross Ram Intake Manifold features rectangle ports and is designed for two 4-bbl carburetors.

*P5007534	Aluminum Cross Ram Intake — Dual 4-bbl Carbs (426, 472, 528 Hemi)

F. Dual Plane Intake — 4-bbl

This revised 4-bbl aluminum Dual Plane Intake Manifold features a rectangle port and fits all Hemi 426/472/528 engines. Now with stock exhaust heat located on rear of manifold, just like the original dual 4-bbl production inline manifold.

*P4876188	Aluminum Dual Plane Intake — 4-bbl Carb (426, 472, 528 Hemi)

HEMI® ENGINES

A. Intake Manifold Gasket Sets
Custom-fit Intake Gasket Sets come complete to service one engine (includes gaskets, end seals, O-rings, and distributor seal where applicable).

P4120086 Intake Manifold Gasket Set — 0.060" Thick (426 Hemi Except D4–D6)
P4529534 Intake Manifold Gasket Set — 0.090" Thick (426 Hemi Except D4–D6)

B. Intake Manifold Heat Shield
Original equipment Heat Shield for all 426 Street Hemi Intake Manifolds. Bolts to the bottom of the Intake Manifold to prevent hot engine oil from heating the manifold and robbing horsepower. Also fits Aluminum Dual Plane Intake Manifold (P4876188).

P4529431 Intake Manifold Heat Shield (426 Hemi)

C. Intake Manifold Screw Set
Set of 16 Allen screws and washers to attach the A-990 Hemi Cross Ram Intake Manifold.

P4529330 Intake Manifold Screw Set (426 Hemi)

D. Intake Manifold Plug Package
Intake Manifold Plug Package consists of eight manifold plugs. Used in Max Wedge and Hemi Cross Ram Intake Manifolds.

P5249926 Intake Manifold Plug Package (426 Hemi, Max Wedge)

CARBURETORS

E. Holley Cross Ram Carburetors
Holley Carburetors were the "go fast" choice for the legendary Super Stock 426 Hemi engine. Mopar brings back these original equipment Holley carbs for 1964, 1965 and 1968 Race Hemi engines. These are exact reissues of the original carburetors. Airflow is 770 cfm.

*P4452778 Cross Ram Carburetor — Right Hand (1964–65, 1968 Race 426 Hemi)
*P4452779 Cross Ram Carburetor — Left Hand (1964–65, 1968 Race 426 Hemi)

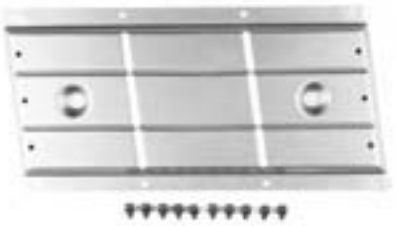
F. Air Horns
These Air Horns are for use with Holley Hemi Cross Ram Carburetors. Perfect for Super Stock competition or restoration. Sold as a pair, includes front and rear.

*P5007809 Air Horns (426 Hemi)

G. Cross Ram Linkage
This Cross Ram Linkage is for use with Hemi Cross Ram Intake Manifold (P5007534) and Holly Carburetors (P4452778 and P4452779).

P4510635 Cross Ram Linkage (426 Hemi)

A.



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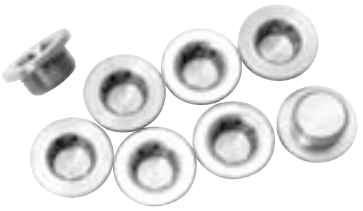

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G.

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

OILING COMPONENTS

A.

A. Oil Pans

Oil Pans contain a factory engineered and approved oil pan, drain plug and washer. Center sump style is used on passenger car applications, while the rear sump style is used for pickups. Windage trays may be used if desired.

P4529884	Oil Pan — 6 Quart, Center Sump (1970–71 426 Hemi B- and E-Body)

B.

B. Windage Trays

Windage Trays are designed to provide improved engine lubrication by reducing the interior windage at higher engine speed. Packages include tray and two pan gaskets.

P4120998	Windage Tray — 3.75" Stroke (426 Hemi and Big Block)
P5007345	Windage Tray — 4.15" Stroke (426 Hemi and Big Block)

C.

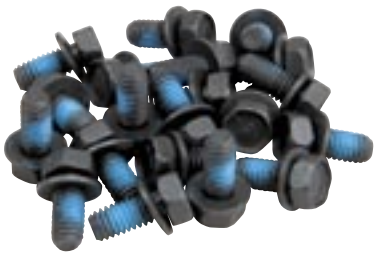
C. Oil Pan Gaskets

Oil Pan Gaskets for Big Block/Hemi applications. Note that two are required for windage tray applications.

P4452099	Race Oil Pan Gasket — Set of Two
P3412049	Oil Pan Gasket — Sold Individually

D. Oil Pan Bolt Set

P4120613	Oil Pan Bolt Set (Hemi, Big Block)



D.

E.

E. Oil Pickup and Screen Assemblies

Factory original reissued Hemi Oil Pickup and Screen Assemblies.

P5007818	Oil Pickup and Screen Assembly — 8 Quart, 1/2" Pipe, for Pan P5007816 (426 Hemi, Big Block)
P4529566	Oil Pickup and Screen Assembly — 5 Quart, 1/2" Pipe (1966–69 426 Hemi)
P4529567	Oil Pickup and Screen Assembly — 6 Quart, 1/2" Pipe, for Pan P4529884 (1970–71 426 Hemi)
P5249818	Oil Pickup and Screen Assembly — 6 Quart, 1/2" Pipe, Siamese-Bore, Not Raised Cam (426 Hemi, "RB")

F.

F. Oil Pressure Relief Spring

Oil Pressure Relief Spring increases engine oil pressure over stock spring for high-performance applications. Delivers up to 70 lbs. of oil pressure. Includes a cap and instructions.

P4286571	Oil Pressure Relief Spring Set (Hemi, Big Block)

G.

G. Oil Pump Assembly

This high-output Oil Pump Assembly provides a 25% increase in oil volume. Ideal replacement for stock pump in high-performance applications.

*P4286590	Oil Pump Assembly (Hemi, Big Block)

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HEMI® ENGINES

A. Distributor Drive Gear Assemblies

Distributor/Oil Pump Driveshaft Gear Assemblies feature a hardened tip shaft with full radius blend from hex to round and pinned gears.

P3412064	Distributor Drive Gear — Flat Tappet Cams, Milodon Oil System (426 Hemi and Big Block)
P3571071	Distributor Drive Gear — Flat Tappet Cams (426 Hemi and Big Block)
P3690875	Distributor Drive Gear — Roller Tappet, Aluminum-Bronze Gear (426 Hemi and Big Block)
P3690876	Distributor Drive Gear — Roller Tappet, Aluminum-Bronze Gear, Milodon System (426 Hemi, Big Block)

B. Tube and Peen Tool Package

Tube and Peen Tool Package blocks off oil to right-side tappet bores. Required for race engines with high-lift roller cams.

*P4452812	Tube and Peen Tool Package (426 Hemi and Big Block)

C. High-Performance Oil Filter

High-Performance Oil Filter is engineered to meet the demands of heavy-duty and high-performance applications. Filter is black with Mopar Performance Pentastar logo.

P4452890	High-Performance Oil Filter — Black Finish (426 Hemi, Big Block, Small Block, Slant Six, 3.9L V6)

D. Race Oil Filter

High-performance, heavy-duty Race Oil Filter has a thicker and longer canister with high burst strength. Filter is black with Mopar Performance Pentastar logo.

P4529190	Race Oil Filter — Black Finish (426 Hemi, Big Block, Small Block)

E. Restoration Oil Filters

Mopar has reissued these service replacement oil filters, used in the 1960s and 1970s.

P4529187	Restoration Oil Filter (426 Hemi, Big Block, Small Block)
P4529805	High Performance Restoration Oil Filter (426 Hemi, Big Block, Small Block)

Note: These filters may not fit some V8 applications (those after 1972 requiring short filters).

F. Oil Pump Priming Shaft

Special hardened steel priming shaft fits on any 3/8" or larger drill. Insert shaft into hole where distributor fits. Pressurizes oil galleys to ensure against dry starts and ruining your engine.

P4286800	Oil Pump Priming Shaft (V8)

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COOLING COMPONENTS

A.

A. NEW! Radiator Cap

When you open the hood, it's right there where everyone can see it—especially the judges. If your radiator cap is more than 10 years old or just looks bad, replace it with this original equipment quality piece.

77R06021	Radiator Cap, 16 lb. (22" and 26" Radiator)

B.

B. Lightweight Aluminum Water Pump

Lightweight Aluminum Water Pump features an 8-blade impeller. Dimensions are the same as stock cast iron version.

P5007643AB	Aluminum Water Pump (426 Hemi)

C. Aluminum Water Pump Housing

Aluminum Water Pump Housing has bosses for Hemi engine applications (1964–71).

P4286900	Aluminum Water Pump Housing (1964–71 426 Hemi)
P2206445	Bracket for Alternator (426 Hemi)

C.

D.

D. Water Pump Installation Kit

Water Pump Installation Kit includes water pump gasket, pump housing gasket, plugs, water pump screws and long and short housing screws.

P5007449	Water Pump Installation Kit (426 Hemi and Big Block)

E. Chrome Water Pump Housing Bolts

Engine chrome dress-up projects are incomplete without chrome bolts.

P5007621	Chrome Water Pump and Housing Bolts (426 Hemi)

E.

F.

F. Front Cover Seal and Gasket

P4876280	Front Cover Seal (426 Hemi, Big Block, Small Block)
P4876769	Front Cover Gasket (426 Hemi and Big Block)

HEMI® ENGINES

A. Chrome Water Neck
This high-quality Chrome Water Neck is made of heavy-duty material. Includes gasket and two chrome bolts.

P4286759 Chrome Water Neck (Through 1978 426 Hemi, Big Block, Small Block)

B. NEW! 4-Blade Fan
This 4-blade fan fits all 1964–65 Super Stock applications, as well as numerous LA, B-RB Engines. Made from original tooling.

03462185 4-Blade Fan

C. Viscous Fan Package
Most late 1960s and early 1970s factory-built muscle cars were equipped with viscous fans for cooling purposes. The package provides thermostatically controlled cooling, includes a lightweight balanced fan and takes the least amount of horsepower from the engine. Offers up to 15 horsepower gain on typical high-performance V8s. 15" fan blade, 3/4" depth.

P4120758 Viscous Fan Package (426 Hemi, Big Block, Small Block)

D. Radiator Cooling Fan Shrouds
These Restoration Radiator Cooling Fan Shrouds measure 26.00".

P2785434 Restoration Radiator Cooling Fan Shroud (1967–69 426 Hemi, B-Body)
P2998326 Restoration Radiator Cooling Fan Shroud (1970–73 426 Hemi, B- and E-Body)

E. Thermostat
This heavy-duty thermostat can handle increased heat management duties in high-performance engines. Comes with replacement gasket.

*P4876307 180° Thermostat (Hemi, Big Block)

F. Engine Paint
Mopar enamel engine paint is matched to O.E. colors to keep your engine compartment looking original. 16-ounce cans.

P4120751 Race Hemi Orange Engine Paint (1964, '65 and '68 Race Hemi)
P4349216 Street Hemi Orange Engine Paint (1966–71 Hemi)
P5007733 Hemi® Restoration Orange Engine Paint (1966–71 Street Hemi)

A.

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F.

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BIG BLOCK

BIG BLOCK

Big Power. Big Performance. And now big looks, with authentic Mopar restoration parts. No need to search endlessly at swap meets or settle for second-rate aftermarket parts, when you can get the pieces you need straight from the source. Mopar's high-quality parts fit your application perfectly and make your big block look and perform the way Chrysler engineers intended. You know what they say — "No replacement for displacement."

BIG BLOCK

Cast Iron Big Blocks

The legend just got better! These may look like the same street blocks that set the standard at drag strips for a generation, but they have a whole new attitude. Just check out the features:

- 100% CNC machined for accuracy and quality
- Brand-new castings made from high nickel alloy cast iron
- Thicker deck surface for improved rigidity and gasket sealing
- Ductile iron main caps, which are cross-bolted on the three center caps on all Siamese-bore 440 blocks
- Stock 10.72" deck height allows for standard components
- Machined to accept all standard production pieces

A. Cast Iron Wedge Blocks

Cast Iron Wedge Blocks feature factory-size bores and maintain water flow between the cylinders (non-siamese bore) for improved cooling and sealing durability. These blocks are fully water-jacketed.

*P5007671AB	426 Max Wedge Cast Iron Block — 2-Bolt Mains, Finish Bored at 4.25"
*P5007815AB	440 Wedge Cast Iron Block — 2-Bolt Mains, Finish Bored at 4.32"

ENGINE BLOCK COMPONENTS

B. Rear Main Bearing Seal Retainer Kit

Kit contains engine rear main seal retainer, retainer bolts, and seal package.

P4529732	Rear Main Bearing Seal Retainer Kit (Hemi, Big Block)

C. Oil Seal Package

Oil Seal Package includes crank seals and installation tool.

P4271961	Oil Seal Package (Hemi, Big Block)

D. Freeze Plugs

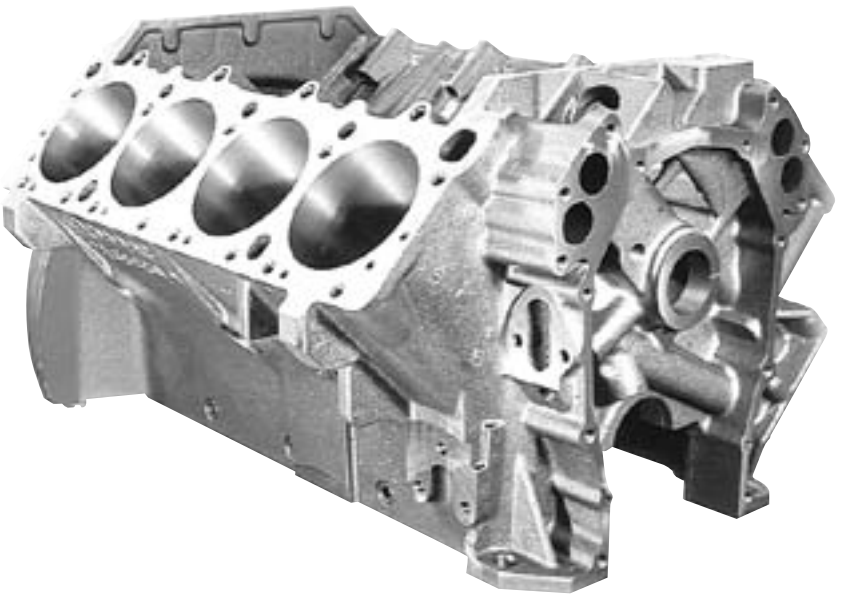
Round, press-in brass core engine block Freeze Plugs fit standard and Mopar Cast Iron Big Blocks.

P5249708	Freeze Plugs (Hemi, Big Block)

E. Block Hardware Package

This Block Hardware Package includes all necessary dowels, plugs, bushings and keys, as well as core plugs, rear cam bearing plug, drive gear bushing, and head dowels.

P5249259	Block Hardware Package (Hemi, Big Block)



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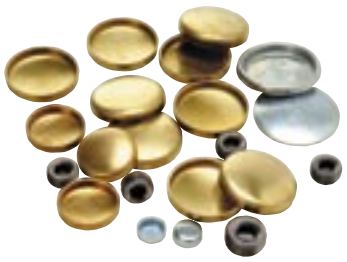

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E.

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

A.

B.

BIG BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)

Bore	3.75"	Stroke 4.15"	4.50"
4.25"	426	472	511
4.31"	438	485	525
4.32"	440	487	528
4.38"	452	500	542
4.50"	477	528	573
4.53"	484	535	580
4.56"	490	542	588

C.

D.

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A. Engine Teardown Gasket Sets

Engine Teardown Gasket Sets include oil pan, cylinder head, valve cover, chain case cover, intake manifold, and oil pump gaskets.

P3690850	Engine Teardown Gasket Set (383/400 Big Block)
P3690175	Engine Teardown Gasket Set (426W/440 Big Block)
*P4452112	Race Engine Teardown Gasket Set (383/400 Big Block)
*P4452113	Race Engine Teardown Gasket Set (426W/440 Big Block)

CRANKSHAFTS AND ACCESSORIES

B. Forged Race Crankshafts

These high-strength, high-quality forged steel crankshafts are machined from 4340 steel. For high-performance race applications. Eight-bolt flange for Hemi and "RB" engines.

*P5007250	Forged Race Crankshaft — 4.15" Stroke, Full Radius, 8-Bolt, Balanced (426 Hemi, Wedge, "RB")
*P5007251	Forged Race Crankshaft — 3.75" Stroke, Full Radius, 8-Bolt, Balanced (426 Hemi, Wedge, "RB")

C. Crank Key Package

This Crank Key Package locates the crankshaft sprocket on the nose of the crankshaft. Contains two keys.

P5249822	Crank Key Package (426 Hemi, Big Block, Small Block, Slant Six)

D. Crank Bolt Packages

These Crank Bolts are used to attach the vibration damper to the crankshaft.

P5249557AB	Crank Bolt Package — 2.25" Length (426 Hemi, Big Block, Small Block, Aftermarket Dampers)
P5249562	Thin Damper Crank Bolt Package — 1.25" Length (426 Hemi and Big Block)

BIG BLOCK

A. Steel Vibration Damper
This Steel Vibration Damper features a steel ring and a universal 6-bolt front pulley mount pattern. SFI approved.

P5249694 Steel Vibration Damper (440 Forged Crank, 1962–70 361/383 "B" Forged Crank, 413/426 Wedge)

B. Thin Crank Vibration Damper
This Thin Crank Vibration Damper is designed for forged cranks. Features 90° index markings and a symmetrical 6-bolt pattern for pulley attachment.

P3830183 Thin Crank Vibration Damper (Hemi, Big Block)

Note: On pre-1972 engines with stock pulleys, minor modifications will be needed to attach bottom pulley. Not SFI approved. Must use 383/440 engine pulleys (not available through Mopar).

C. Damper Degree Timing Tape
Improve timing accuracy with this Damper Degree Timing Tape. Marked in 90° increments. Self-adhesive strip adheres to crank vibration damper for clear identification of marks. Permits initial total spark advance up to 60° instead of only 10°–15° as on chain case timing tab.

P4529070AB Damper Degree Timing Tape

D. Oil Slinger
This Oil Slinger protects the front seal from excessive oil contact. Forces lubricant oil into the chain.

P5249636 Oil Slinger (Hemi, Big Block)

ROLLER TIMING CHAIN AND SPROCKETS

E. All-Out Race Chain and Sprockets
Matched sprockets and double roller chain for all-out race applications. Has 3 matched keyways on crank sprocket to adjust cam timing. Kit includes magna-fluxed sprockets and roller timing chains.

*P4452815 All-Out Race Chain and Sprockets — 3-Bolt, Standard Size (Hemi, Big Block)

F. Double Roller Chains and Sprockets
High-strength Double Roller Chains provide added durability and decreased rotational friction versus the production silent chains. Kit includes magna-fluxed sprockets and roller timing chain. Has 3 machined keyways in crank sprocket to adjust cam timing.

P5249268 Double Roller Chain and Sprockets — 1-Bolt Mount
P5249269 Double Roller Chain and Sprockets — 3-Bolt Mount (Hemi, Big Block)

G. Chrome-Plated Front Timing Chain Cover
Chrome-Plated Front Timing Chain Cover package includes cover, seal, and gasket.

P4349816 Chrome-Plated Front Timing Chain Cover (1968–91 426 Hemi and Big Block)

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*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

A.

B.

A. Chrome Bolt Package for Front Timing Cover

Engine chrome dress-up projects are incomplete without chrome bolts.

P4452795	Chrome Bolt Package for Front Timing Cover (Hemi, Big Block)

B. Front Cover Seal and Gasket

P4876280	Front Cover Seal (Hemi, Big Block)
P4876769	Front Cover Gasket (Hemi, Big Block)

CAMSHAFTS AND LIFTERS

C.

C. Purple Shaft Camshafts

Mopar Performance cams are designed and engineered exclusively for your engine. A wide range of profiles is available from mild to wild and bracket to all-out racing. All Mopar Performance cams are designed, developed, dyno'd and track tested by engineers. These cams are developed for increased power and rpm potential while maintaining reliability and the best possible low-speed characteristics, including torque and idle quality. These Purple Shaft cams offer the best horsepower-to-dollar-spent value. Each package contains the cam, cam lube, tappets and instruction sheet.

*P4452783	Hydraulic Camshaft—383/440 HP
*P4529270	Hydraulic Camshaft—440 6-BBL/Six Pack
*P4120659	Mechanical Camshaft—426 Max Wedge

HYDRAULIC CAMSHAFTS

Part Number	Advertised Duration	@ 0.050"	O-Lap	Center Line	Lift	Recom. Spring	Basic RPM	Applications & Comments
*P4452783	268/284	228/241	46	115	0.450"/0.458"	P3690933	Idle-5800	Resto, 383/440 Magnum Super Commando Road Runner (1-Bolt)
*P4529270	268/284	228/241	46	115	0.450"/0.458"	P3690933	Idle-5800	Resto, 440 Six Pak (1969–71) (3-Bolt)
*P4452993	280/280	238/238	60	110	0.474/0.474	P3690933	2000–5900	Drag mild comp.
*P41200237	292/292	248/248	76	108	0.509/0.509	P5249848	2600–6000	Drag mod. comp.

MECHANICAL CAMSHAFTS

Part Number	Advertised Duration	@ 0.050"	O-Lap	Center Line	Lift	Valve Lash	Recom. Spring	Basic RPM	Applications & Comments
*P4120659	284/284	241/241	60	112	0.528"/0.528"	28/32	P5249848	2400– 6600	426 Max Wedge Replacement (415hp)

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

BIG BLOCK

A. Camshaft Bearings
Complete engine set of Camshaft Bearings.

P5249711	Camshaft Bearings — Babbitt Applications (426 Hemi and Big Block)

B. Camshaft Sprocket Bolts

P5007801	Camshaft Sprocket Bolt Kit — for 3-bolt mounting, includes three bolts (426 Hemi, Big Block)
P6030269	Camshaft Sprocket Bolt — Sold Individually (426 Hemi and Big Block)

C. Offset Camshaft Bushing Set
Offset Camshaft Bushing Set includes five bushings: 2°, 4°, 6°, 8° offset, and one on-center bushing.

*P3690936	Offset Camshaft Bushing Set (426 Hemi, Big Block, Slant Six)

Note: Color guide only — check installations with dial indicator. Gold = 2°, Copper = 4°, Silver = 6°, Black = 8°

D. Hydraulic Tappet
Sold individually.

P4006767	Hydraulic Tappet (Hemi and Big Block)

E. Mechanical Tappet
Sold individually.

*P2843177	Mechanical Tappet — 0.005" Undersize

PUSHRODS

F. Pushrods
Engineered to be installed in your engine rebuilding project. These 3/8" diameter Pushrods are sold as complete engine sets or individually for service.

P4529557	Hydraulic Pushrods — 8.57" Length, Set of 16 ("B" Engines)
P4529559	Hydraulic Pushrods — 9.31" Length, Set of 16 ("RB" Engines)
P4529545	Hydraulic Pushrods — 9.31" Length, Sold Individually ("RB" Engines)
P4529560	Mechanical Pushrods — 9.20" Length, Ball and Cup Style, Set of 16 ("RB" Engines)
P4529546	Mechanical Pushrod — 9.20" Length, Ball and Cup Style, Sold Individually ("RB" Engines)

Mechanical/Hydraulic Pushrods (Not Pictured)
Special Pushrods to use with adjustable rocker arms and hydraulic tappet cams.

P4876392	Mechanical/Hydraulic Pushrods — Set of 16 ("RB" Engines)
P4876391	Mechanical/Hydraulic Pushrod — Sold Individually ("RB" Engines)

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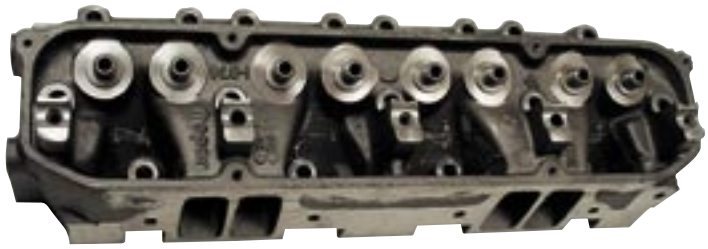
CYLINDER HEADS, GASKETS AND HARDWARE



A.

A. Max Wedge Cast Iron Cylinder Heads

These Max Wedge Cast Iron Cylinder Heads feature a large port window for increased airflow and a short side radius on exhaust port for added flow. Designed to replace 1962–64 Max Wedge heads. Use closed combustion chamber, 6-bolt valve covers and cast-in pedestals.

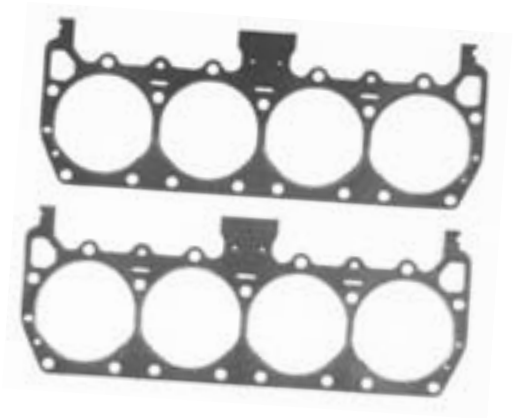
*P5007494	Cast Iron Stage III Cylinder Head — 2.08" Intake, 1.88" Exhaust (1962–64 Max Wedge)
*P5249824	Cast Iron Stage III Cylinder Head — 2.14" Intake and 1.81" Exhaust (1962–64 Max Wedge)

B.

B. Stage V Wedge Cast Iron Cylinder Heads

Developed by Mopar Performance, this Stage V Cylinder Head is designed to be interchangeable with the stock Big Block Cylinder Heads. They feature heat crossover for improved drivability. Head uses standard Big Block valve gear, gaskets and valve covers, and out-flow "906" heads on intake and exhaust (stock and mildly modified). Same open combustion chamber as 1968–78 production heads. Head uses 6-bolt valve cover; rocker shaft pedestals cast-in. Uses offset intake rockers.

*P4529993	Stage V Cast Iron Cylinder Head — 2.14" Intake and 1.81" Exhaust (Wedge)



C.

C. Composition Material Cylinder Head Gaskets

Thick, 0.040" to 0.042" (unless otherwise noted) Composition Material Cylinder Head Gaskets can be used for replacement or competition applications up to 12.5:1 compression ratio. Sold as an engine set.

P4529455	Composition Material Cylinder Head Gaskets — Up to 4.420" Bore, 0.038" Thick
P4349559	Composition Material Cylinder Head Gaskets — Up to 4.380" Bore
P4876070	Composition Material Cylinder Head Gaskets — Over 4.380" Bore

BIG BLOCK CYLINDER HEADS AND HEAD ASSEMBLIES

Max Wedge Cylinder Heads

Part Number	Head / Assembly	Material	Chamber	Valve Sizes	Approx. Weight	Description
*P5007494	Head	Cast Iron	96 cc	2.08/1.88	50	Max Wedge III with revised ports — Cast pedestal, 6-bolt valve cover (approved for NHRA Stock and Super Stock)
*P5249824	Head	Cast Iron	96 cc	2.14/1.81	50	Max Wedge III — Cast pedestal (not legal for Stock/Super Stock)

Stage V Cylinder Heads

Part Number	Head / Assembly	Material	Chamber	Valve Sizes	Approx. Weight	Description
*P4529992	Head	Cast Iron	90 cc	2.08/1.74	50	Replaces Stock — Same as 1968–78 casting and chamber
*P4529993	Head	Cast Iron	90 cc	2.14/1.81	50	Replaces Stock — Same as 1968–78 casting and chamber
*P5249112	Assembly	Cast Iron	90 cc	2.14/1.81	55	Ported assembly — 15% airflow increase

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BIG BLOCK

A. Steel Shim Cylinder Head Gasket Set
Steel Shim Cylinder Head Gasket Set features 0.020" compression thickness. Sold as an engine set.

P4286754 Steel Shim Cylinder Head Gasket Set

B. Head Bolt Set
Head Bolt Set includes all head bolts and washers as required.

P4120472 Cylinder Head Bolt Set

C. Hardened Washer Sets
Hardened Washer Sets for use with head bolts and main caps. They are sold in sets of 20, unless otherwise noted.

P4120456 Hardened Washer Set — 3/8" (Big Block)
P4120459 Hardened Washer Set — 1/2" (426 Hemi, Big Block)

D. NEW! High-Performance PCV Valve
For you owners of V8 engines with four-barrel carburetors, Mopar now offers high-performance PCV valves. They look just like the originals, but feature a free-flow design to help performance V8s breathe easier. Sold individually.

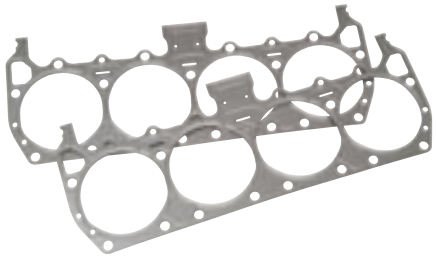
04343581 High-Performance PCV Valve (V8 Four-Barrel)

E. "As Cast" Aluminum Valve Cover Set
These Cast Aluminum Valve Covers are sold "as cast," so you can set up the breathers the way you want them. There's no paint to remove if welding is done. Mopar Performance Pentastar logos are cast into each cover. Cast aluminum covers are more rigid than stamped valve covers, and they help prevent valve cover leaks. Set includes two valve covers and oil filler caps.

P5007615 "As Cast" Aluminum Valve Cover Set
P4452091 Race Gaskets — Rubber Reinforced Cork (Set of Two)

F. Black Wrinkle Cast Aluminum Valve Cover Set
These high-strength Valve Covers are more rigid than standard aluminum covers and offer better anti-leak properties. Set includes two valve covers, baffle package, and two oil filler caps.

P5007614 Black Wrinkle Cast Aluminum Valve Cover Set
P4452091 Race Gaskets — Rubber Reinforced Cork (Set of Two)



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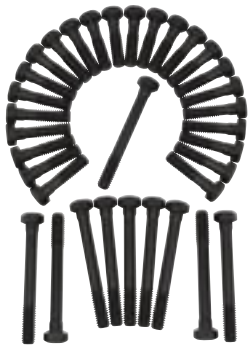

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E.

A. Chrome Valve Cover Set

Dress up your Big Block engine compartment with this Chrome Valve Cover Set. Includes valve covers and grommets. Quality chrome plating. Stamped steel with Mopar Pentastar logo.

P5007448	Chrome Valve Cover Set
P4452091	Race Gaskets — Rubber Reinforced Cork (Set of Two)
P4120101	Valve Cover Gaskets — Production Material (Set of Two)

B. Polished Cast Aluminum Valve Cover Set

These Polished Cast Aluminum Valve Covers are perfect for that show car engine look. They feature the Mopar Performance Pentastar logo and are polished to a chrome-like shine. Set includes two valve covers and two oil filler caps (does not include baffling).

P5007616	Polished Cast Aluminum Valve Cover Set
P4452091	Race Gaskets — Rubber Reinforced Cork (Set of Two)

C. Stamped Aluminum Valve Cover Set

Lightweight, blue anodized aluminum Big Block valve covers are distinctive in any engine compartment. Mopar Pentastar logo is imprinted in each cover. Set includes two covers with grommets (does not include baffling).

P4529199	Stamped Aluminum Valve Cover Set
P4120101	Valve Cover Gaskets — Production Material
P4452091	Race Gaskets — Rubber Reinforced Cork (Set of Two)

D. Valve Cover Accessory Set

Valve Cover Accessory Set includes 12 chrome-plated screw and washer assemblies, one chrome-plated oil filter cap, and two rubber grommets. Grommet Set and Bolt and Washer Set can also be purchased individually. For stamped steel valve covers only.

P4120272	Valve Cover Accessory Set (Big Block)
P4349620	Chrome Hold-Down Bolt and Washer Set (Big Block)
P5007419	Chrome Valve Cover Grommet Set (Big Block)

E. Baffle and Screw Package

For cast aluminum valve covers only.

P5007052	Baffle and Screw Package (Big Block, Small Block, Dodge Truck /Jeep Magnum Engines)

BIG BLOCK

A. Valve Cover Retaining Screw Set
Valve Cover Retaining Screw Set includes 12 screws. For cast aluminum valve covers only.

P5007053 Valve Cover Retaining Screw Set (Big Block)

B. Valve Cover Bolt Kit
Valve Cover Bolt Kit includes 12 chrome-plated screws for stamped steel and aluminum valve covers.

P5007458 Valve Cover Bolt Kit (Big Block)

C. Cast Aluminum Valve Cover Grommet Set
Set of die-cast grommets to service cast aluminum valve covers. Set includes one grommet for PVC and one that can be used as a plug or opened for breather.

P5007921 Cast Aluminum Valve Cover Grommet Set (Big Block)

D. Chrome Breather Cap
Chrome Breather Caps are for use with Mopar cast aluminum valve covers. Use them to fill extra valve cover holes in cast aluminum valve covers. Push-In Style Breather Cap requires the use of Grommet Set P4529882.

*P4529880 Twist-On Bottom Vented Breather Cap (Big Block)
*P4529881 Push-In Style Breather Cap (Big Block)
*P4529882 Rubber Grommet Set — for Breather Cap P4529881

VALVES AND VALVE HARDWARE

E. Valves
These stainless valves have swirl-polished underheads that have no flat or ski jump areas. They feature a 3/8" stem diameter and one square groove.

*P5249199 Intake Valve — 2.08" Dia., 4.86" Stem Length
*P5249200 Intake Valve — 2.14" Dia., 4.86" Stem Length
*P5249866 Intake Valve — 2.18" Dia., 4.86" Stem Length
*P5249201 Exhaust Valve — 1.74" Dia., 4.87" Stem Length
*P5249202 Exhaust Valve — 1.81" Dia., 4.87" Stem Length
*P4876398 Exhaust Valve — 1.88" Dia., 4.87" Stem Length

F. Valve Seals
Made of high-temp Viton material, these Valve Seals feature a full or semi-umbrella shape for best dual-purpose use. Helps prevent oil seepage down valve guides. Not recommended for use with dual valve springs. Sold as a set of 16.

P4120492 Valve Seals — 3/8" Stem Size (Big Block and Small Block)

G. Valve Stem Lash Caps
These lash caps are 0.080" thick and fit between the end of the valve and the rocker arm tip. They are made of hardened steel for improved rocker tip durability. Caps feature larger area than stock valve tips, to help spread the rocker loads. Sold in sets of 16.

*P4120626 Valve Stem Lash Caps — 3/8" Stem (426 Hemi, Big Block)

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*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

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VALVE SPRINGS

Part Number	Installed Ht.	Description	OD	Wire Dia.	Lift Range	Material	Retainers
P4286812	1.83"/1.86"	Single/Damper	1.49"	0.208"	0.430"/0.460"	Chrome Vandium	P4452033
P3690933	1.83"/1.86"	Single/Damper	1.53"	0.224"	0.440"/0.500"	Chrome Vandium	P4452769, P4529288, P5007858
P5249848	1.86"/1.87"	Single/Damper	1.55"	0.216"	0.480"/0.540"	Chrome Silicon	P4452769
P2806077	1.83"/1.86"	Dual/Damper	1.52"	0.215"	0.500"/0.610"	Chrome Vandium	P4120785
P4876064	1.86"/1.88"	Dual/Damper	1.60"	0.216"	0.590"/0.640"	Chrome Silicon	P4120785
P2946353	1.99"/2.00"	Dual/Damper	1.59"	0.224"	0.520"/0.700"	Special	P4120785
P5249849	2.00"/2.02"	Dual/Damper	1.55"	0.216"	0.650"/0.750"	Chrome Silicon	P4120785
P4007536	2.00"/2.02"	Triple	1.62"	0.225"	0.640"/0.745"	Chrome Silicon	P4286775

VALVE SPRING RETAINERS

Part Number	Material	Locks	Valve Stem	Valve Spring	Installed Height
*P4452033	Chrome Moly	7°	3/8"	Single	Standard
*P4007178	Titanium	7°	3/8"	Dual	Standard
*P4120785	Titanium	10°	5/16"	Dual	Standard
*P4286775	Titanium	10°	5/16"	Triple	0.060" Increase

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A. Valve Keepers (Locks)

These single groove style Big Block Valve Keepers are made from hardened material. They feature a 3/8" stem diameter and can be used for restoration or performance applications. Sold as cylinder head sets of 16 pieces (note that 2 sets are required for all V8 engines).

P4120618 Valve Keepers (Big Block, Small Block, Slant Six, 3.9L V6)
P4286612 Valve Keepers (Big Block, Small Block, Slant Six, 3.9L V6)

B. Valve Springs

High-pressure Valve Springs can be used on exhaust and intake valves for all high-performance applications. They feature a shorter fully compressed height and allow for increased valve lift. Springs maintain spring load at higher rpms.

P4286812 Valve Spring
P3690933 Valve Spring
P5249848 Valve Spring
P2806077 Valve Spring
P4876064 Valve Spring
P2946353 Valve Spring
P5249849 Valve Spring
P4007536 Valve Spring

Note: Please refer to the reference chart for proper application.

C. Valve Spring Retainers

Valve Spring Retainers for Big Block engines are available in two levels of performance: Chrome Moly for heavy-duty applications and Titanium for top-level race performance. Sold individually.

***P4007178** Titanium Valve Spring Retainer (Big Block, Small Block, Slant Six, 3.9L V6)
***P4120785** Titanium Valve Spring Retainer (426 Hemi, Big Block, Small Block, Slant Six, 3.9L V6)
***P4286775** Titanium Valve Spring Retainer (426 Hemi, Big Block, Small Block)
***P4452033** Chrome Moly Valve Spring Retainer (Big Block, Small Block, Slant Six, 3.9L V6)

D. Valve Guides

These silicon-bronze alloy Valve Guides are designed for aluminum heads. They must be pressed into the head once it is prepped. To replace guides in aluminum heads requires removal of the old guide and some prep to resize the guide holes. Guide ID must be sized for the valve stem once pressed into the head. Guides can be used to modify, rebuild or repair aluminum heads. Sold individually.

P5249672 Valve Guide — 3/8" Valve Stem, Intake and Exhaust (Big Block Stage VI)

ROCKER SHAFTS, SUPPORTS AND HARDWARE

A. Rocker Shaft Springs

Rocker Shaft Springs for use with Big Block mechanical rocker arms. Use to separate and locate rocker arms on shaft. Package includes one engine set (eight springs).

P4452801	Rocker Shaft Springs

A.

B. Hydraulic Rocker Arm Packages

These heavy-duty Hydraulic Rocker Arm Packages feature thicker cross-sectional material in pushrod socket area for added durability, similar to the O.E. 440 Six Pack style. Complete package includes 16 heavy-duty hydraulic rocker arms, rocker shaft retainers and hold-down bolts. Rocker shafts not included. Individual service rocker arms are also available.

*P4529743	Hydraulic Rocker Arm Package — 1.5:1 Ratio
*P4529476	Service Hydraulic Rocker — 1.5:1 Ratio, Right, Sold Individually
*P4529477	Service Hydraulic Rocker — 1.5:1 Ratio, Left, Sold Individually

Note: For the 383/400 "B" and 413/440 "RB" engines, the left rocker socket is approximately 1/16" to the right, and the right rocker socket is approximately 1/16" to the left. High-ratio rockers may require grinding on block and head for clearance.

B.

C. Cast Iron/Ductile Mechanical Rocker Arm Packages

This Cast Iron/Ductile Iron Mechanical Rocker Arm Package includes 16 rocker arms, eight separator springs (includes Max Wedge), adjusting screws and locknuts. Features mechanical lash adjustment with locknut and high-strength cast iron/ductile iron rocker arms. Required with mechanical camshafts, can be used with hydraulic camshafts. Rocker shafts not included. Individually sold service rockers are also available.

*P4120974	Cast Iron/Ductile Iron Mechanical Rocker Arm Package — 1.5:1 Ratio

Note: High-ratio rockers may require grinding on block and head for clearance.

C.

D. Rocker Shafts

P4529101	Rocker Shaft — Hydraulic Valve Gear, On-Center (Sold Individually)
P5249092	Rocker Shafts — Aluminum Roller Valve Gear, On-Center, Chromed (Set of 2)

E. Rocker Shaft End Plugs

Rocker Shaft End Plugs are sold as a set of 4. They do not fit aftermarket rocker shafts.

P5249633	Rocker Shaft End Plugs (426 Hemi and Big Block)

D.

E.

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

A.

B.

A. Rocker Shaft Hold-Down

Billet Aluminum Rocker Shaft Hold-Down provides greater rocker shaft stiffness. Helps Rocker Shaft maintain roundness with attaching torque. Roundness is important with mechanical rockers and high spring loads. Anodized blue.

P5249714 Rocker Shaft Hold-Down

B. Rocker Shaft Retainers and Bolts

Each kit contains previously hard-to-find hold down retainers and bolts necessary to secure both rocker shafts. These retainers are manufactured to Mopar Performance O.E. specs to assure high quality. For use on all cylinder heads with cast-in rocker stands.

P4529744 Rocker Shaft Retainers and Bolts

INTAKE MANIFOLDS AND HARDWARE

C.

C. Aluminum Cross Ram Intake Manifold — Dual 4-bbl Max Wedge

After 40 years, Mopar is pleased to bring back the Cross Ram Intake Manifold! This brand-new design improves airflow by as much as 20% and is fully interchangeable on all Max Wedge applications. It is based on the 1964 Max Wedge intake and uses production or aftermarket style AFB carburetors. Designed for use with RB application with Max Wedge heads.

*P5007330 Aluminum Cross Ram Intake Manifold — Dual 4-bbl Carbs (Max Wedge and "RB" Engines)
P5153567 Max Wedge Linkage Kit

D.

D. Aluminum Dual Plane Intake Manifolds — 4-bbl

These Aluminum Dual Plane Intake Manifolds are designed for use with standard cylinder heads. They bolt on with no modifications necessary and accept standard flange Holley carburetors. Manifolds are similar to the production, but have larger cross-sectional area runners for increased power. Heat crossovers make these intake manifolds ideal for dual purpose applications.

*P4529117 Aluminum Dual Plane Intake — 4-bbl Carb (Production 361/383/400 with Stage IV/V and Production Heads)
*P4529118 Aluminum Dual Plane Intake — 4-bbl Carb (Production 413/426 Street Wedge/440 with Stage IV/V and Production Heads)

E.

E. Aluminum Dual Plane Intake Manifolds — Six Pack

*P4529055 Aluminum Dual Plane Intake Manifold — Six Pack (Production 361/383/400 with Stage IV/V and Production Heads)
*P4529056 Aluminum Dual Plane Intake Manifold — Six Pack (Production 413/426W/440 with Stage IV/V and Production Heads)

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BIG BLOCK

A. Cross Ram Intake Manifold Service Gaskets
These gaskets are required to service Cross Ram intake manifolds.

P5007334 Cross Ram Intake Manifold Service Gaskets

B. Composite Intake Manifold Gasket Set
Use these special composite material intake gaskets for large port Max Wedge heads originally built in 1962–64 for 413/426 engines. These gaskets offer advantages in reliability and shape, allowing for more port modifications. Package includes two gaskets and two end seals.

P5249643 Composite Intake Manifold Gasket Set (Max Wedge)

C. Intake Manifold Gasket Heat Block-Off
These stainless steel Intake Manifold Gasket Heat Block-Offs keep exhaust heat from transferring to the intake manifold for a cooler, denser fuel-air mixture.

P4286825 Intake Gasket Heat Block-Off ("B" Engines)
P4286826 Intake Gasket Heat Block-Off ("RB" Engines)
P4452103 Race Intake Manifold Gaskets (Production 361/383/400 with Stage IV/V and Production Heads)
P4452105 Race Intake Manifold Gaskets (Production 413/426W/440 with Stage IV/V and Production Heads)

D. Intake Manifold Gasket Reinforcement Bars
Hard-to-find "B" and "RB" engine Intake Manifold Gasket Reinforcement Bars hold down the intake manifold gasket at the front and back of the block. Sold in pairs.

P5249492 Intake Manifold Gasket Reinforcement Bars ("B" Engines)
P5249493 Intake Manifold Gasket Reinforcement Bars ("RB" Engines)

E. Intake Manifold Plug Package
This Intake Manifold Plug Package consists of eight manifold plugs. Used in Max Wedge and Hemi Cross Ram Intake Manifolds.

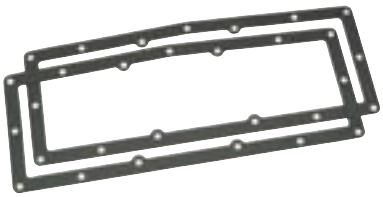
P5249926 Intake Manifold Plug Package (Max Wedge, Hemi Cross Ram)

F. Choke Seal
This Choke Seal is for dual plane production and aluminum intake manifolds. Package includes the choke cup, gasket, and two screws. Does not include a choke.

P5249639 Choke Seal (Big Block, Small Block)

G. Intake Manifold Attaching Bolts
Complete package of 16 bolts required to attach the intake manifold to the cylinder heads. Bolts measure 3/8" diameter x 1-3/4" length.

P4876770 Intake Manifold Attaching Bolts (383/440 Big Block)



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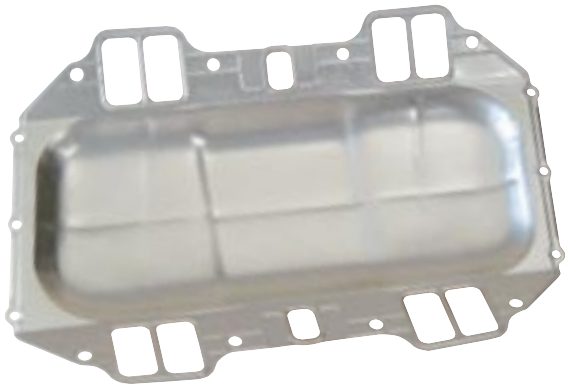

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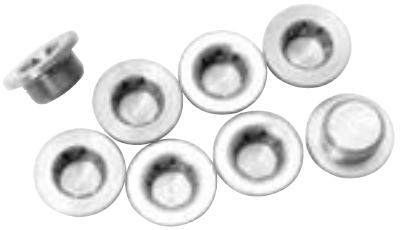

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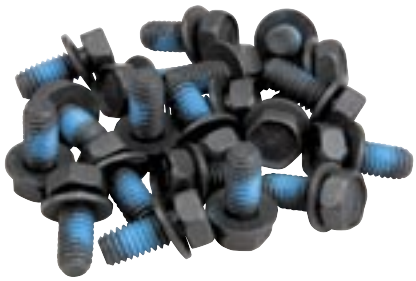

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OILING COMPONENTS

A. Oil Pan

Oil Pan packages include a factory engineered and approved oil pan, drain plug, and washer. Center sump style is used on passenger car applications, while the rear sump style is used for pickups. Windage trays may be used if desired.

P5249064	Oil Pan — 6 Quart, Rear Sump (Hemi Big Block)
P5007807AB	Oil Pan — 6 Quart, Center Sump (Hemi Big Block)

B. Chrome Dipstick and Tube

P4349629	Chrome Dipstick and Tube (Big Block)

C. Oil Pan Bolt Set

P4120613	Oil Pan Bolt Set (Hemi, Big Block, Small Block)

D. Oil Pan Gasket

Oil Pan Gaskets for Big Block and Hemi applications. Note that two are required for windage tray applications.

P4452099	Race Oil Pan Gasket — Set of Two (Hemi, Big Block)
P3412049	Oil Pan Gasket — Sold Individually (Hemi, Big Block)

E. Oil Pickup and Screen Assemblies

Factory original reissued Oil Pickup and Screen Assemblies. Standard pickups are 3/8", while race styles require hole enlargement in stock blocks.

P5007817	Oil Pickup and Screen Assembly — 8 Quart, 3/8" Pipe, for Oil Pan P5007816
P5007818	Oil Pickup and Screen Assembly — 8 Quart, 1/2" Pipe, for Oil Pan P5007816 (426 Hemi, Big Block)
P5007848	Oil Pickup and Screen Assembly — 6 Quart, 3/8" Pipe, for Oil Pan P5007807AB (Big Block)
P4529565	Oil Pickup and Screen Assembly — 6 Quart, 3/8" Pipe ("RB" Engines)
P4529564	Oil Pickup and Screen Assembly — 6 Quart, 3/8" Pipe ("B" Engines)
P5249817	Oil Pickup and Screen Assembly — 6 Quart, 1/2" Pipe ("B" Engines)
P5249818	Oil Pickup and Screen Assembly — 6 Quart, 1/2" Pipe, Siamese-Bore, Not Raised Cam (426 Hemi, "RB")

Note: P4529564 does not fit the 440 Six Pak.

F. Oil Pressure Relief Spring

Oil Pressure Relief Spring increases engine oil pressure over stock spring for high-performance applications. Delivers up to 70 lbs. of oil pressure. Includes a cap and instructions.

P4286571	Oil Pressure Relief Spring (426 Hemi, Big Block, Slant Six)

G. Valley Trays

Valley Trays keep the engine oil in the tappet chamber and off the intake manifold.

P4876847	Valley Tray ("B" Engines, "RB" Engines with Intake Manifold Spacers and Stage VI Cylinder Heads)
P4876848	Valley Tray ("RB" Engines)

BIG BLOCK

A. Windage Trays
Windage Trays are designed to provide improved engine lubrication by reducing the interior windage at higher engine speed. Includes tray and two pan gaskets.

P4120998	Windage Tray — 3.75" Stroke (Hemi and Big Block)
P5007345	Windage Tray — 4.15" Stroke (Hemi and Big Block)

B. Oil Pump Assembly
This high-output Oil Pump Assembly provides a 25% increase in oil volume. Ideal replacement for stock pump in high-performance applications.

*P4286590	Oil Pump Assembly (Hemi and Big Block)

C. Distributor/Oil Pump Driveshaft Gear Assemblies
Distributor/Oil Pump Driveshaft Gear Assemblies feature hardened tip shaft with full radius blend from hex to round and pinned gears.

P3412064	Distributor Drive Gear — Flat Tappet Cams, Milodon Oil System (Hemi and Big Block)
P3571071	Distributor Drive Gear — Flat Tappet Cams (Hemi and Big Block)
P3690875	Distributor Drive Gear — Roller Tappet. Cams, Aluminum-Bronze Gear (Hemi and Big Block)
P3690876	Distributor Drive Gear — Roller Tappet. Cams, Aluminum-Bronze Gear, Milodon System (Hemi, Big Block)

D. Tube and Peen Tool Package
Tube and Peen Tool Package block off oil to right-side tappet bores. Required for race engines with high-lift roller cams.

*P4452812	Tube and Peen Tool Package (Hemi and Big Block)

E. High-Performance Oil Filter
High-Performance Oil Filter is engineered to meet the demands of heavy-duty and high-performance applications. Filter is black with Mopar Performance Pentastar logo.

P4452890	High-Performance Oil Filter — Black Finish (Hemi, Big Block, Small Block, Slant Six, 3.9L V6)

F. Race Oil Filter
High-performance, heavy-duty race oil filter has a thicker canister with high burst strength. Filter is black with Mopar Performance Pentastar logo.

P4529190	Race Oil Filter — Black Finish (Hemi, Big Block, Small Block)

G. Restoration Oil Filters
Mopar Performance has reissued these service replacement oil filters, used in the 1960s and 1970s. The high-performance white filter (P4529805) was recommended for use in competition from 1965–74.

P4529187	Restoration Oil Filter (Hemi, Big Block, Small Block)
P4529805	High-Performance Restoration Oil Filter (Hemi, Big Block, Small Block)

Note: These filters may not fit some V8 applications (those after 1972 requiring short filters).

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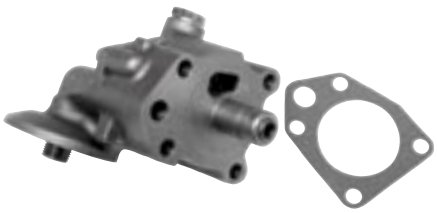

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*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

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A. Oil Pump Priming Shaft

Don't fire up that engine without pre-lubing (priming) it thoroughly with oil. Special hardened steel priming shaft fits on any 3/8" or larger drill. Insert shaft into hole where distributor fits. Pressurizes oil galleys to ensure against dry starts and ruining your engine. Fits all V8 engines.

P4286800 Oil Pump Priming Shaft (V8)

COOLING COMPONENTS

B. NEW! Radiator Cap

When you open the hood, it's right there where everyone—especially the judges—can see it. If your radiator cap is more than ten years old or just looks bad, replace it with this original equipment quality piece.

77R06021 Radiator Cap, 16 lb. (22" and 26" Radiator)

C. Aluminum Water Pump

This lightweight Aluminum Water Pump is fully assembled and ready to install. It features an eight-blade impeller and the same dimensions as the stock cast iron version, except the housing is made of aluminum.

P5007643AB Aluminum Water Pump (Hemi and Big Block)

D. Aluminum Water Pump Housing

Aluminum Water Pump Housing has bosses for both Hemi and Big Block engine applications (1968–78).

P4286900 Aluminum Water Pump Housing
P2206445 Bracket for Alternator (Hemi and Big Block)

E. Water Pump Installation Kit

Water Pump Installation Kit includes water pump gasket, pump housing gasket, plugs, water pump screws, and long and short housing screws.

P5007449 Water Pump Installation Kit (Hemi and Big Block)

F. Chrome Water Pump Housing Bolts

Engine chrome dress-up projects are incomplete without chrome bolts.

P5007621 Chrome Water Pump Housing Bolts (Hemi and Big Block)

BIG BLOCK

A. Chrome Water Neck
This high-quality chrome water neck is made of heavy-duty material. Includes gasket and two chrome bolts.

P4286759 Chrome Water Neck (Through 1978 426 Hemi, Big Block, Small Block)

B. Thermostat
This heavy-duty Thermostat can handle increased heat management duties in high-performance engines. Replacement gasket included.

*P4876307 180° Thermostat (Hemi, Big Block)

C. NEW! 4-Blade Fan
This 4-blade fan fits all 1964–65 Super Stock applications, as well as numerous LA, B-RB Engines. Made from original tooling.

03462185 4-Blade Fan

D. Viscous Fan Package
Most late 1960s and early 1970s factory-built muscle cars were equipped with viscous fans for cooling purposes. Engineers have determined through dyno-testing that this viscous fan is the best replacement package. It provides thermostatically controlled cooling, includes a lightweight balanced fan, and takes the least amount of horsepower from the engine. Offers up to 15 horsepower gain on typical high-performance V8s. 15" fan blade, 3-1/4" deep.

P4120758 Viscous Fan Package (426 Hemi, Big Block, Small Block)

E. Restoration Radiator Cooling Fan Shrouds
These Restoration Radiator Cooling Fan Shrouds measure 26".

P2785434 Restoration Radiator Cooling Fan Shroud (1967–69 426 Hemi, 383/440 Big Block B-Body)
P2998326 Restoration Radiator Cooling Fan Shroud (1970–73 426 Hemi, 383/440 Big Block B- and E-Bodies)

F. Engine Paint
Mopar enamel Engine Paint is matched to O.E. colors to keep your engine compartment looking original. 16-ounce cans.

P4120751 Race Hemi Orange Engine Paint (1964–65 Race Hemi, 1962–64 Max Wedge)
P4120752 Turquoise Engine Paint (1962–71 Big Block except High-Performance, 1969–71 383/440 Big Block)
P4120753 Black Engine Paint (1981–93 2.2L and 1983–2000 318/360 Small Block)
P4349216 Street Hemi Orange Engine Paint (1966–71 Hemi and 1970–71 High-Performance 340/383/440)
P4349218 Red Engine Paint (1964–69 273, 1968–69 340, 1964–69 360 Small Block)
P5007733 Hemi Restoration Orange Engine Paint (1966–71 Street Hemi, 1969–1971 340/383/440)

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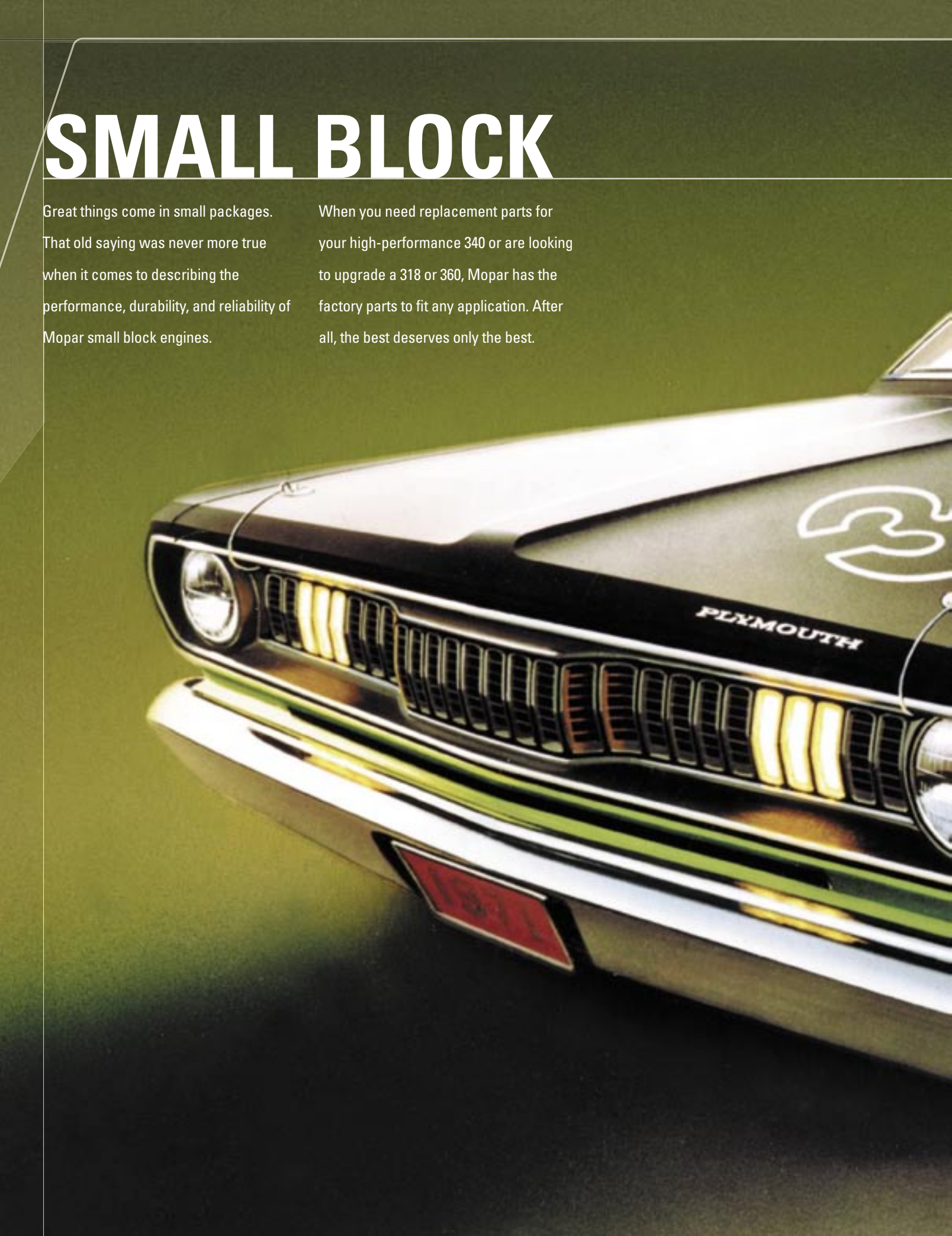
*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

SMALL BLOCK

SMALL BLOCK

Great things come in small packages. That old saying was never more true when it comes to describing the performance, durability, and reliability of Mopar small block engines.

When you need replacement parts for your high-performance 340 or are looking to upgrade a 318 or 360, Mopar has the factory parts to fit any application. After all, the best deserves only the best.



DUSTER
GOODYEAR

SMALL BLOCK

A. Stroker "LA" Style 406 Short Block

A new addition to the Mopar family of short block engines, this Stroker 406 Short Block has all the power and reliability you want. This Short Block does not come with Camshaft, Timing Gear or Timing Set. You can order these parts separately to match your engine application.

Note: Carbureted applications only.

Specifications:
- Remanufactured 360 "A" Engine Block
- Blocks are bored 0.020" oversize
- Properly clearanced Block and high-performance Connecting Rods
- 4.00" stroke high-performance Cast Crankshaft
- Slightly shorter deck assures smooth gasket surface
- New Cast Aluminum Pistons and Moly Piston Rings
- New Engine Bearings
- Balanced as a pre-Magnum engine
- Requires the following components for proper balancing (not included): Thin Crank Vibration Damper (P5007301), Cast Crank Flywheel (P4529110), RWD Balance Weight and Positioning Template Package (P4120241)

P5007840	Stroker "A" Carb 406 Short Block — Carbureted
P5007301	Thin Crank Vibration Damper (1971–92 360, Short Blocks P4876906–08, P4876913)
P4529110	Cast Crank Flywheel — 130 Tooth (1971–92 360 Small Block [not AMC], 5.9L Truck Magnum/Jeep Engines)
*P4120241	RWD Balance Weight and Positioning Template Package (1971–92 Chrysler 360)

Note: Short Block Assemblies that change the emissions performance of the vehicle may not be legal for use on vehicles regulated for highway use in California and other states.

A.

ENGINE BLOCKS AND COMPONENTS

B. 340 Replacement Engine Block

Limited production of the original 340 Block has made it very difficult to find one in good condition. Why take a chance with a 30-year-old-plus block when you can buy a new one? This new casting includes the original 340 production casting part number with an "M" added at the end to identify the Mopar 340 Block. The block has a few cosmetic differences from the original 340 Block, but it is machined to work with all 340 production components. Special features include brand-new castings made from high nickel cast iron for added strength (not a thin wall casting), 4-bolt main bearing caps, and 340 journal size. It has thicker webbing and pan rail (like the 1970 340 T/A version), a thicker deck surface and thicker bore walls in major and minor thrust directions. Block is rough bored at 3.900" to allow various bore sizes, from 3.910" to 4.080" (finish bore and honing required). Deck height is approximately 9.600". Requires the use of oil filter (PN 05281090BA). The 340 Replacement Block is ideal for restoration or where racing rules require a 340 block.

*P5007552	340 Replacement Engine Block — Non-Siamese

Note: Requires oil filter (PN 05281090BA). Not recommended for use with roller tappets, and may require use of late 1970s 318 motor mount (left side).

B.

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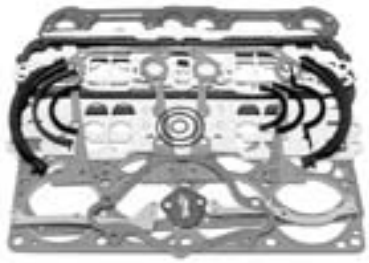

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A. Block Hardware Package

This Block Hardware Package includes all the necessary dowels, plugs, bushings and keys, as well as core plugs, rear cam bearing plug, drive gear bushing and head dowels.

P5249261 Block Hardware Package (Small Block)

B. Engine Teardown Gasket Set

Engine Teardown Gasket Set includes all gaskets needed for complete engine teardown: oil pan, cylinder head, valve cover, timing chain case cover, intake manifold and oil pump gaskets.

P4120692 Engine Teardown Gasket Set (340/360 Small Block)

C. Core Plugs

Round, press-in brass engine block Core Plugs fit standard or Mopar race cast iron blocks.

P5249706 Core Plugs

D. Main Bearing Cap Bolt Package

This Main Bearing Cap Bolt Package was engineered to original factory specifications for repair and maintenance on your engine package. Magna-Fluxed and hardness checked. Includes the necessary hardware for a complete engine kit.

P4120096 Main Bearing Cap Bolt Package — 2-Bolt Application

E. Connecting Rod Bolt & Nut Set

Made from high strength steel, these bolts are great replacements in performance applications. Sold in complete engine sets.

P4120097 "A" Engine - 3/8" diameter

SMALL BLOCK ENGINE DISPLACEMENT (CUBIC INCHES)

	BORE (IN INCHES)										
STROKE	**3.910**	**3.940**	**3.970**	**4.000**	**4.030**	**4.040**	**4.060**	**4.100**	**4.125**	**4.180**	**4.220**
3.310	318	323	328	333	338	340	343	350	354	363	370
3.580	344	349	355	360	365	367	371	378	383	393	401
3.790	364	370	375	381	387	389	392	400	405	416	424
4.000	384	390	396	402	408	410	414	422	427	439	448
4.250	408	414	421	427	433	436	440	449	454	466	476

SMALL BLOCK

CRANKSHAFTS AND ACCESSORIES

A. Forged Crankshafts

Surface hardened, forged 4340 steel crankshafts feature radiused fillets at main and rod journals. 6-bolt flange, requires balancing.

*P5007253	Forged Crankshaft — 3.58" Stroke (318/340 Mains)
*P5007255	Forged Crankshaft — 3.58" Stroke (360 Mains)

B. Cast Crankshafts

Special heavy-duty performance Cast Crankshafts with radiused fillets feature 6-bolt pattern on the crank flange. Requires balancing.

Note: 4.00" stroke cranks require clearancing on block.

*P5007256	Cast Crankshaft — 4.00" Stroke (318/340 Main)
*P5007258	Cast Crankshaft — 4.00" Stroke (360 Main Small Block, 5.9L Truck Magnum)
*P5007257	Cast Crankshaft — 3.58" Stroke (318/340 Main)
*P5007259	Cast Crankshaft — 3.58" Stroke (360 Main Small Block, 5.9L Truck Magnum)

Note: 4.00" stroke cranks require clearancing on block.

C. Crank Bolt Package

These heavy-duty and high-performance crank bolts are used to attach the damper to the crank.

P5249557AB	Crank Bolt Package — 2.25" Length (426 Hemi, Big Block, Small Block, Aftermarket Dampers)

D. Crank Key Package

This Crank Key Package locates the crank sprocket on the nose of the crank. Contains two keys.

P5249822	Crank Key Package (426 Hemi, Big Block, Small Block, Slant Six)

VIBRATION DAMPERS

E. Vibration Damper

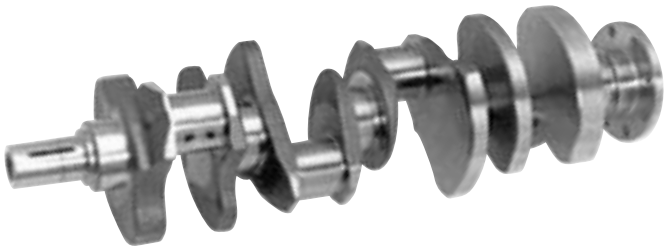
This steel Vibration Damper features a steel ring and a universal 6-bolt front pulley mount pattern. SFI approved.

P5249690	Steel Vibration Damper (1967–91 273/318 Small Block, 1968–71 340 Small Block Forged Crank)

F. Thin Crank Vibration Dampers

These production style dampers are designed for all production balanced Small Blocks. Not SFI approved.

P4452816	Thin Crank Vibration Damper — Internally Balanced (1967–91 273/318, 1968–71 340 Forged Crank)
P5007301	Thin Crank Vibration Damper — Externally Balanced (1971–92 360, Short Blocks P4876906–08, P4876913)



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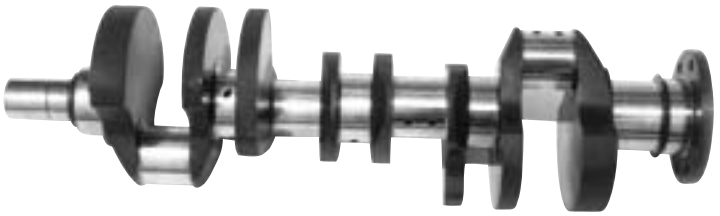

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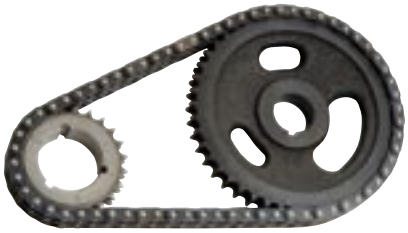

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A. Damper Degree Timing Tape

Improve timing accuracy with this timing tape package. Marked in 90° increments. Self-adhesive strip adheres to crank vibration damper for clear identification of marks. Permits initial total spark advance up to 60° instead of only 10°–15° as on chain case timing tab.

P4529070AB	Damper Degree Timing Tape

B. Oil Slinger

This Oil Slinger protects the front seal from excessive oil contact. Forces lubricant oil into chain.

P5249636	Oil Slinger (Small Block)

ROLLER TIMING CHAIN AND SPROCKETS

C. Double Roller Chain and Sprockets

High-strength Double Roller Chain and Sprockets for added durability and decreased rotational friction versus production silent chains. Kit includes Magna-Fluxed sprockets and roller timing chain.

P5249267	Double Roller Chain and Sprockets — One Bolt, Three Matched Keyways (Small Block, 5.2L/5.9L Dodge Truck/Jeep Magnum Engines)

D. All-Out Race Chain and Sprockets

Matched sprockets and double roller chain for all-out race applications. Kits feature three matched keyways to adjust cam timing. Includes Magna-Fluxed sprockets and roller timing chains.

*P5249131	Replacement Double Roller Chain (Cloyes Race Application)
*P4876560	Oversize Race Chain and Sprockets — 0.010" Oversize
*P4876559	Oversize Race Chain and Sprockets — 0.005" Oversize
*P3690866	Standard Size Race Chain and Sprockets

E. Timing Chain Tensioner

This Timing Chain Tensioner stabilizes cam timing by reducing timing chain slack. It can be used in place of thrust plate P5249637.

P5007709	Timing Chain Tensioner (Small Block and 3.9L, 5.2L, 5.9L Dodge Truck/Jeep Magnum Engines)

F. Front Cover Seal and Gasket

P4876700	Front Cover Gasket — for Short Deck (9.00"–9.20") Race Blocks, Use with Covers P4876631–32
P4876701	Front Cover Seal Retainer for Sand-Cast Race Cover
P4876280	Front Cover Seal (426 Hemi, Big Block, Small Block)

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SMALL BLOCK

A. Timing Chain Covers
Front Timing Chain Covers to fit your needs. Package includes cover, seal, and gasket.

P4876377 Sand Cast Race Timing Chain Cover — 9.560" Deck Height (Small Block and V6)
P4876631 Sand Cast Race Timing Chain Cover — 9.00"–9.20" Deck, Standard Water Pump (Small Block, V6)

B. Timing Chain Cover Chrome Bolt Package
Engine chrome dress-up projects are incomplete without chrome bolts. Mopar offers a complete set of chrome bolts for timing chain covers.

P4529256 Timing Chain Cover Chrome Bolt Package

A.

B.

CAMSHAFTS AND LIFTERS

C. Purple Shaft Camshafts
Mopar Performance cams are designed and engineered exclusively for your engine. A wide range of profiles is available from mild to wild and bracket to all-out racing. All Mopar Performance cams are designed, developed, dyno'd, and track tested by engineers. These cams are developed for increased power and rpm potential while maintaining reliability and the best possible low-speed characteristics, including torque and idle quality. These Purple Shaft cams offer the best horsepower to dollar-spent value. Each cam package contains the cam, cam lube, instruction sheet, and tappets where indicated.

***P4452782** Hydraulic Camshaft

C.

HYDRAULIC CAMSHAFTS

Part Number	Adv. Duration	@ 0.50"	O-Lap	Centerline	Lift	Recom. Spring	Basic RPM	Applications and Comments
*P4452782	268/276	228/235	44	114	0.429"/0.444"	P4120249	Idle–5500	1968–73 340 – factory original
*P4452992	280/280	238/238	60	110	0.474/0.474	P4120249	2000 – 5800	Mild comp w/ auto or 4 speed
*P4120231	284/284	241/241	68	108	0.484/0.484	P4120249	2000– 6000	Mild comp w/ auto or 4 speed
*P4120233	292/292	248/248	76	108	0.508/0.508	P5249847	2800– 6200	Street/Strip

D. Camshaft Bearings

P4876372 Camshaft Bearings — 48°, Babbitt Applications
P4876707 Camshaft Bearings — 48°, 50 mm Roller Bearing Application (Aluminum "A" Engine)
P5007361 Camshaft Bearings — 48°, 60 mm Roller Bearing Application

E. Camshaft Plate Kit
Camshaft Plate Kit is designed to take the thrust of the cam. Includes the cam plate and all necessary bolts.

P5249637 Camshaft Plate Kit

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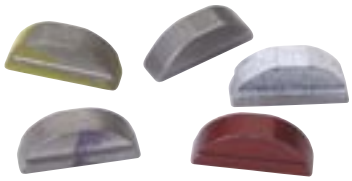

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A. Camshaft Sprocket Attaching Hardware
Use Camshaft Sprocket Attaching Hardware when a fuel pump eccentric is used (includes washer).

P4529838 Camshaft Sprocket Attaching Hardware

B. Offset Camshaft Keys
For centerlining your camshaft, these hardened keys are color coded in 1°, 2°, 3°, 4° and 5° increments. Production key is used for zero offset.

*P4286500 Offset Camshaft Keys

C. Hydraulic Tappet
Sold individually.

P3614321 Hydraulic Tappet

D. Mechanical Tappet
Sold individually.

*P2843177 Mechanical Tappet — 0.005" Undersize

CYLINDER HEADS

E. "A" Engine Replacement Cylinder Head
Based on the Magnum R/T big-valve head design, these heads are machined to fit 318/340/360 Mopar Small Block intake manifolds made through 1991. Imagine the new combinations! Outflows the original.

*P5007950 "A" Engine Replacement Cylinder Head — 2.02" Intake, 1.625" Exhaust "X" and "J" Casting 340/360 Heads

F. Big Port Commando Cylinder Head
Features stock intake bolt pattern for standard manifold, and dual-drilled exhaust pattern for production or W2 exhaust. Utilizes W2/W5-type offset intake rockers, allowing unrestricted port cross section from the intake flange to the valve. Intake has an easy flow potential of over 300 cfm with seat and chamber machining and minor porting, making it the best value in small block power potential. Offset rockers allow for the cross sectional area to take power to the next level, far beyond the capabilities of standard layout heads. Compatible with standard intake and exhaust, the Big Port Commando is an easy choice for serious small block power.

*P4876310 Big Port Commando Cylinder Head

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

COMPLETE CYLINDER HEAD ASSEMBLIES

Cast Iron and Aluminum Cylinder Head Assemblies for street and strip applications — each cylinder head contains valves, springs, seals, retainers and locks. Fully prepped and assembled — ready to install right out of the box!

"Magnum" Aluminum Cylinder Head Assembly

*P5153534 Magnum Aluminum Cylinder Head Assembly — 1.92" Intake, 1.62" Exhaust (1992 318, 360 Magnum, Current "R3")

"LA" Replacement Style Cast Iron

*P5153533 "LA" Replacement Style Cast Iron Cylinder Head Assembly — 2.02" Intake, 1.62" Exhaust (1967–91 318, 340 and 360 "LA," Current "R3")

"Magnum R/T" Cast Iron Big-Valve Cylinder Head Assembly

*P5153532 Magnum R/T Cast Iron Big-Valve Cylinder Head Assembly — 2.02" Intake, 1.62" Exhaust (1992 318, 360 Magnum)

"Magnum R/T" Cast Iron Standard-Valve Cylinder Head Assembly

*P5007145 Magnum R/T Cast Iron Standard-Valve Cylinder Head Assembly — 1.92" Intake, 1.62" Exhaust (1992 318, 360 Magnum, Current "R3")

"Commando" Standard Port Cylinder Head Assembly

*P5153535 Commando Standard Port Cylinder Head Assembly — 1.92" Intake, 1.62" Exhaust (1967–91 318, 340 and 360 "LA," Current "R3")

"Commando" Large Port Cylinder Head Assembly

*P5153536 Commando Large Port Cylinder Head Assembly — 2.02" Intake, 1.62" Exhaust (1967–91 318, 340 and 360 "LA," Current "R3")

CYLINDER HEAD GASKETS AND HARDWARE

A. Magnum Cylinder Head Conversion Components

Designed to allow the use of Magnum engine heads on pre–1991 Small Block engines/blocks. Requires the use of Magnum cylinder heads, hydraulic pushrods, Jeep tappets (P4529220AB), and eight Magnum engine rocker arms (P4876050), to oil rocker arms through tappet and pushrod.

P5007477 Hydraulic Pushrods — 7-5/8", Set of 16 (1967–91 Small Block)
P4529220AB Hydraulic Tappet — Sold Individually (Small Block)
P4876050 Rocker Arm Set — Single Cylinder (5.9L Magnum Engines, Magnum Crate Engines [not 4.7L])

A.

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

A.

A. Composition Material Cylinder Head Gaskets

Composition Material Cylinder Head Gaskets can be used for replacement or competition applications up to 12.5:1 compression ratio (sold as an engine set). Small Block 4-bolt pattern. They feature 0.040"–0.042" compressed thickness, unless otherwise noted.

P4120094	Composition Material Cylinder Head Gaskets — up to 4.060" Bore; 0.024"–0.028" Compressed Thickness
P4529454	Composition Material Cylinder Head Gaskets — up to 4.100" Bore (Small Block)
P4349557	Composition Material Cylinder Head Gaskets — up to 4.060" Bore, High Compression
P4120093	Composition Material Cylinder Head Gasket — up to 4.060" Bore

Note: Low Compression Ratio Composition Material Head Gasket Not recommended for compression ratios over 10.5:1.

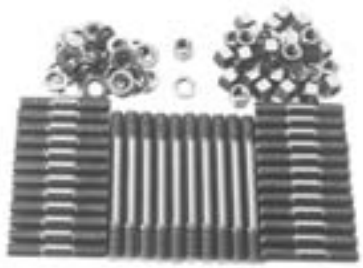
B.

B. Head Bolt Sets

Head Bolt Sets include all head bolts and washers as required.

P4120471	Cylinder Head Bolt Set
P4876759	Aluminum Commando Cylinder Head Bolt

Note: Set (Small Block, 5.2L/5.9L Dodge Truck/Jeep Magnum Engines)



C.

C. Head Stud Kits

Kits contain studs, nuts and washers for changeover of stock head bolts.

P5007912	Cylinder Head Stud Kit (W9 Raised Port Cylinder Head)
P4876757	Cylinder Head Stud Kit (Aluminum Block, W9 Heads)
P4876083	Cylinder Head Stud Kit ("R" Blocks with W9 Heads)

D.

D. Hardened Washer Sets

Hardened Washer Sets for use with head bolts and main caps. Sold in sets of 20, unless otherwise noted.

P4120456	Hardened Washer Set — 3/8" (Small Block, 5.2L/5.9L Dodge Truck/Jeep Magnum Engines)
P4120459	Hardened Washer Set — 1/2" (Small Block, 5.2L/5.9L Dodge Truck/Jeep Magnum Engines)

E. NEW! 340 Exhaust Manifold Heat Shield—Driver's Side

Back after being out of service for over 30 years. This Exhaust Manifold Heat Shield fits all 1968–70 340 engines with the high-performance driver's side exhaust manifold. It protects the spark plug wire boot from coming into contact with the manifold.

P2946105	340 Exhaust Manifold Heat Shield — Driver's Side

SMALL BLOCK

VALVE COVERS AND HARDWARE

A. NEW! High-Performance PCV Valve

For you V8 owners with 4-bbl carburetors, Mopar now offers a high-performance PCV valve. It looks just like the original, but features a free-flow design to help performance V8s breathe easier. Sold individually.

04343581	High-Performance PCV Valve (V8 4-bbl)

B. "As Cast" Aluminum Valve Cover Set

These Cast Aluminum Valve Covers are sold "as cast" so you can set up the breathers the way you want them. There's no paint to remove if welding is done. Mopar Pentastar logo is cast into each cover. Cast aluminum covers are more rigid than stamped valve covers, to help prevent valve cover leaks. Set includes two valve covers and two oil filler caps.

P5007612	"As Cast" Aluminum Valve Cover Set
P5249581	5-Bolt Gasket — Rubber with Steel Shim Reinforcement
P4452089	Race Gaskets

C. Chrome Valve Cover Set

Dress up your engine compartment with a Mopar Chrome Valve Cover Set. Includes valve cover and grommets. Quality chrome plating. Stamped steel with Mopar Pentastar logo. Does not include gaskets, screws or baffling.

P5007446	Chrome Valve Cover Set
P5249581	5-Bolt Gasket — Rubber with Steel Shim Reinforcement
P4452089	Race Gaskets

D. Polished Cast Aluminum Valve Cover Set

These Polished Cast Aluminum Valve Covers are perfect for that show car engine look. They feature the Mopar Pentastar logo and are polished to a chrome-like shine. Cast aluminum covers are more rigid than stamped valve covers and help prevent valve cover leaks. Set includes two valve covers, baffle package and two oil filler caps.

P5007613	Polished Cast Aluminum Valve Cover Set
P4452089	Race Gaskets

E. Wide Valve Cover Set

This Wide Valve Cover Set uses a stock production gasket. Features reversed lip design that allows the cover to be wider on the same gasket surface. The extra width allows for larger valve springs and longer rocker arms. 5-bolt covers. Valve covers feature Mopar Pentastar logo. Use with Stud Package P4876676.

P4876124	Wide Valve Cover Set (Stock Production Small Blocks and W2/W5/W7/W9 Flanges)
P5249581	5-Bolt Gasket — Rubber with Steel Shim Reinforcement
P4452089	Race Gaskets

F. Chrome Valve Cover Accessory Set

This Chrome Valve Cover Accessory Set includes 12 chrome-plated screw and washer assemblies, one chrome-plated oil filler cap, and two rubber grommets. Grommet Set can also be purchased individually.

P4120272	Chrome Valve Cover Accessory Set (Big Block and Small Block)
P5007419	Chrome Valve Cover Grommet Set (Big Block and Small Block)

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G.

A. Baffle and Screw Package
For cast aluminum valve covers only.

P5007052	Baffle and Screw Package (Big Block, Small Block, Dodge Truck/Jeep Magnum Engines)

B. Valve Cover Retaining Screw Set
Valve Cover Retaining Screw Set includes 12 screws.

P5007053	Valve Cover Retaining Screw Set (Big Block and Small Block)

C. Valve Cover Bolt Kit
Valve Cover Bolt Kit includes 12 chrome-plated bolts for stamped steel and aluminum valve covers.

P5007458	Valve Cover Bolt Kit (Big Block and Small Block)

D. Valve Cover Stud Attaching Kit
This Valve Cover Stud Attaching Kit is required for use with W8 cast aluminum valve cover P4876699 (also fits P4876124).

P4876676	Valve Cover Stud Attaching Kit

E. Cast Aluminum Valve Cover Chrome Bolt Set
Designed for cast aluminum valve covers only. Set includes 20 bolts (10 per cover).

P5007620	Cast Aluminum Valve Cover Chrome Bolt Set (Small Block, 5.2L/5.9L Dodge Truck/ Jeep Magnum Engines)

F. Cast Aluminum Valve Cover Grommet Set
Set of die-cast grommets to service cast aluminum valve covers. Will work with black, polished or as-cast Mopar Performance valve covers. Set includes one for PVC and one that can be used for plug or opened for breather.

P5007921	Cast Aluminum Valve Cover Grommet Set (Big Block and Small Block)

G. Chrome Breather Caps
Chrome Breather Caps for use with Mopar cast aluminum valve covers. Use them to fill extra valve cover holes in cast aluminum valve covers. Push-In Style Breather Cap requires the use of Grommet Set P4529882.

*P4120446	Chrome Breather Cap with Tube
*P4529880	Twist-On Bottom Vented Breather Cap (Big Block, Small Block, Jeep Magnum Engines)
*P4529881	Push-In Style Breather Cap (Big Block, Small Block, Jeep Magnum Engines)
*P4529882	Rubber Grommet — for Breather Cap P4529881

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SMALL BLOCK

A. Valves
These stainless valves have swirl-polished underheads that have no flat or ski jump areas. They feature a 3/8" stem and one square groove.

*P4876397	Intake Valve — 1.88" Diameter, 4.98" Stem Length (340/360 Small Block)
*P5249185	Intake Valve — 2.02" Diameter, 4.98" Stem Length (340/360 Small Block)
*P5249187	Exhaust Valve — 1.60" Diameter, 4.97" Stem Length (340/360 Small Block)
*P5249188	Exhaust Valve — 1.65" Diameter, 4.97" Stem Length (340/360 Small Block)

B. Race Valve Seals
These Race Valve Seals are sold in a set of 16.

P3690963	Race Valve Seals — 3/8" Stem Size, 0.530" Guide (Small Block)

C. Valve Seals
Made of high-temp Viton material, these Valve Seals feature a full or semi-umbrella shape for best dual-purpose use. Helps prevent oil seepage down valve guides. Not recommended for use with dual valve springs. Sold in sets of 16.

P4120492	Valve Seals — 3/8" Stem Size (Small Block)

Note: Does not apply to 0.530" valve guide.

D. Valve Stem Lash Caps
These lash caps are 0.080" thick and fit between the end of the valve and the rocker arm tip. They are made of hardened steel for improved rocker tip durability. Larger area than stock valve tip to help spread the rocker loads. Sold in sets of 16 pieces.

*P4120626	Valve Stem Lash Caps — 3/8" Stem (Small Block, Dodge Truck/Jeep Magnum Engines)
*P4120635	Valve Stem Lash Caps — 5/16" Stem (Small Block, Dodge Truck/Jeep Magnum Engines)
*P4120635	Valve Stem Lash Caps — 5/16" Stem (Small Block, Dodge Truck/Jeep Magnum Engines)

E. Valve Keepers
Valve Keepers are made from hardened material. Single, double and triple groove styles are available to meet your application requirements. They feature a 3/8" valve stem diameter. Available in 8° and 10° angles. They can be used for restoration or performance applications. Sold as cylinder head sets of 16 pieces. **See chart for specs.**

P4286612	Valve Keepers
P4120620	Valve Keepers
P4120618	Valve Keepers
P4120619	Valve Keepers

Note: Two sets are required for 225 Slant 6, 3.9L V6 and all V8 engines.

A.

B.

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E.

VALVE KEEPERS

Part Number	Valve Angle	Stem Diameter	Groove	Retainers	Sets
P4120618	7°	3/8"	Single	P4452033, P4007178, stock	16 pieces
P4120619	8°	3/8"	Double	P4452033, P4007178, stock	16 pieces
P4120620	8°	3/8"	Triple	P4452033, P4007178, stock	16 pieces
P4286612	10°	3/8"	Single	P4120783, P4120785, P4286775	16 pieces

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A.

B.

A. Valve Springs

High-pressure Valve Springs can be used on exhaust and intake valves for all high-performance applications. They feature a shorter fully compressed height and allow for increased valve lift. Springs maintain spring load at higher rpms. A must for high-performance cams. Sold individually. **See chart for specs.**

P2806077	Valve Spring
P2806077	Valve Spring
P3614542	Valve Spring
P3690933	Valve Spring
P3690933	Valve Spring
P4007536	Valve Spring
P4120249	Valve Spring
P4286812	Valve Spring
P4286812	Valve Spring
P4286813	Valve Spring
P4876064	Valve Spring
P5249847	Valve Spring
P5249848	Valve Spring
P5249849	Valve Spring

B. Valve Spring Retainers

These Valve Spring Retainers for Small Block engines are available in two levels of performance: Chrome Moly for heavy-duty applications, and Titanium for top-level race performance. Sold individually. **See chart for specs.**

***P4452033**	Valve Spring Retainer — Chrome Moly
***P4007178**	Valve Spring Retainer — Titanium
***P4120785**	Valve Spring Retainer — Titanium
***P4286775**	Valve Spring Retainer — Titanium

VALVE SPRING RETAINERS

Part Number	Material	Locks	Valve Stem	Valve Spring	Installed Height
*P4452033	Chrome Moly	7°	3/8"	Single	Standard
*P4007178	Titanium	7°	3/8"	Dual	Standard
*P4120785	Titanium	10°	5/16"	Dual	Standard
*P4286775	Titanium	10°	5/16"	Triple	0.060" increase

VALVE SPRINGS

Part No.	Inst. Ht.	Description	OD	Wire Dia.	Lift Range	Material	Retainer
P4286813	1.65"/1.70"	Single/Damper	1.39"	0.185"	0.390"/0.450"	Chrome Vandium	P4452033, P4286573
P4120249	1.67"/1.70"	Single/Damper	1.50"	0.206"	0.430"/0.500"	Chrome Vandium	P4452033
P3614542	1.67"/1.70"	Dual/Damper	1.45"	0.185"	0.500"/0.610"	Chrome Silicon	P4452033, P4286573
P5249847	1.68"/1.70"	Single/Damper	1.50"	0.207"	0.480"/0.535"	Chrome Silicon	P4452033
P4286812	1.83"/1.86"	Single/Damper	1.49"	0.208"	0.430"/0.460"	Chrome Vandium	P4452033
P3690933	1.83"/1.86"	Single/Damper	1.53"	0.224"	0.440"/0.500"	Chrome Vandium	P4452769, P4529288, P5007858
P2806077	1.83"/1.86"	Dual/Damper	1.52"	0.215"	0.500"/0.610"	Chrome Vandium	P4529288, P4120785
P5249848	1.86"/1.87"	Single/Damper	1.55"	0.216"	0.480"/0.540"	Chrome Silicon	P4452769, P4289288
P4876064	1.86"/1.88"	Dual/Damper	1.60"	0.216"	0.590"/0.640"	Chrome Silicon	P4529288, P4120785
P5249849	2.00"/2.02"	Dual/Damper	1.55"	0.216"	0.650"/0.750"	Chrome Silicon	P4120785
P4007536	2.00"/2.02"	Triple	1.62"	0.225"	0.640"/0.745"	Chrome Silicon	P4286775

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ROCKER SHAFTS, SUPPORTS AND HARDWARE

A. Rocker Shafts

*P4510636	Hard Chrome Steel Rocker Shaft — Mechanical Valve Gear, On-Center (Sold Individually)
P3577086	T/A Rocker Shaft — Mechanical Valve Gear, On-Center (Sold Individually)
P4120589	Rocker Shaft — Mechanical Valve Gear, Offset, Sold Individually (W2/W5 Heads)

B. Rocker Shaft Retainers and Bolts

Each kit contains previously hard-to-find hold-down retainers and bolts necessary to secure both rocker shafts. These retainers are manufactured to Mopar original equipment specifications to assure high quality. For use on all cylinder heads with cast-in rocker stands.

P4529740	Rocker Shaft Retainers and Bolts

C. Hydraulic Rocker Arm Packages

Hydraulic Rocker Arm Packages feature thicker cross-sectional material in pushrod socket area for added durability. Each kit includes 16 heavy-duty hydraulic rocker arms (eight right, eight left), rocker shaft retainers and hold-down bolts. rocker shafts not included.

*P4529742	Hydraulic Rocker Arm Package — Standard Heads, 1.5 Ratio
*P4529474	Service Hydraulic Rocker — 1.5 Ratio, Right, Sold Individually
*P4529475	Service Hydraulic Rocker — 1.5 Ratio, Left, Sold Individually

D. Cast Iron/Ductile Iron Mechanical Rocker Arm Package

These Cast Iron/Ductile Iron Mechanical Rocker Arm Package includes 16 rocker arms, eight separator springs (includes Max Wedge), adjusting screws and lock nuts. Features a mechanical lash adjustment with lock nut and high-strength cast iron/ductile iron rocker arms. Required with mechanical camshafts; can be used with hydraulic camshafts. Rocker shafts not included. Individually sold service rockers are also available.

*P4529738	Cast Iron/Ductile Iron Mechanical Rocker Arm Package — Standard Heads, 1.5 Ratio, Unbushed, to 6,000 rpm

Note: For clearance, high-ratio rockers may require grinding on block and head.

E. Rocker Arm Adjusting Screw and Nut Set

Rocker Arm Adjusting Screw and Nut Set includes eight screws and nuts.

P5007444AB	Rocker Arm Adjusting Screw and Nut Set

Note: Two sets are required for V8 engines.

A.

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INTAKE MANIFOLDS

A.

A. Aluminum Dual Plane Intake — Six Pack

Based on the original 1970 340 Six Pack/Six Barrel version, this manifold adds increased air flow over production 4-bbl units.

*P4529054	Aluminum Dual Plane Intake — Six Pack, Rectangle Port (1967–91 Small Block)

B.

B. Aluminum Dual Plane Intakes — 4-bbl

Based on the production 1968-70 cast iron 340 intake manifold, this aluminum intake is substantially lighter with increased air flow. Maintains production height.

*P4876335	Aluminum Dual Plane Intake — 4-bbl Carb (1967–91 Standard Heads)
*P5007381	Aluminum Dual Plane Intake — 4-bbl Carb (5.2L/5.9L Dodge Truck/Jeep Magnum Engines)

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INTAKE MANIFOLD HARDWARE

A. Bypass Hose

This Bypass Hose is designed to go from the intake manifold to the water pump. Made of heavy-duty silicone rubber. Includes two clamps.

P4876373	Bypass Hose (1970-91 Small Block)
P4876374	Intake Manifold Fitting — Adapts Bypass Hose to Manifold (1970-91 Small Block)

A.

B. Choke Seal

This Choke Seal is for dual plane production and aluminum intake manifolds. Package includes the choke cup, gasket and two screws. Does not include a choke.

P5249639	Choke Seal (Big Block, Small Block)

B.

C. Intake Manifold Gasket and Heat Block-Off Plate

Stainless steel Intake Manifold Heat Block-Off Plate keeps exhaust heat from transferring to the intake manifold for a cooler, denser fuel-air mixture.

P4286569	Intake Manifold Gasket and Heat Block-Off Plate — 0.060" Thick, with Heat Block-Off Plate

C.

D. Intake Manifold Attaching Bolts

Package contains all bolts required to attach the intake manifold to the cylinder heads.

P4876771	Intake Manifold Attaching Bolts (1967–91 Small Block)
P4286569	Intake Manifold Gasket Set — 0.060" Thick, with Heat Block-Off Plate

D.

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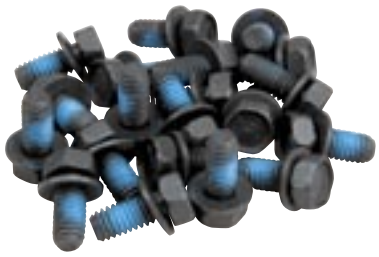

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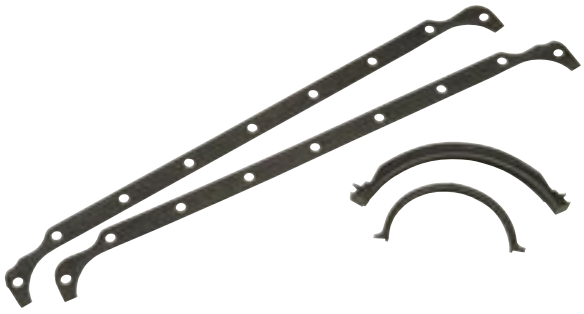

D.

E.

OILING COMPONENTS

A. Oil Pans

Factory engineered and approved oil pan, drain plug and washer. Center sump style is used on passenger car applications, while the rear sump style is used for pickups. Windage trays may be used if desired.

P5249059	Oil Pan — 5 Quart, Center Sump (360 Small Block)
P5249060	Oil Pan — 5 Quart, Rear Sump (360 Small Block)
P5249061	Oil Pan — 5 Quart, Center Sump (273, 318, 340 Small Block)
P5249062	Oil Pan — 5 Quart, Rear Sump (273, 318, 340 Small Block)

B. Chrome Dipstick and Tube

P4349628	Chrome Dipstick and Tube — Center Sump Pan (Small Block Passenger Cars)

C. Oil Pan Bolt Set

P4120613	Oil Pan Bolt Set

D. Oil Pan Gaskets

P4007572	Oil Pan Gaskets — Reusable (318/340 Small Block)
P5007631	Oil Pan Gasket — One Piece (Aluminum "A" Engines)
P4007573	Oil Pan Gasket (360 Small Block)
P4452097	Oil Pan Gasket (1970–90 318/340 Small Block and "X" Block)
P4452093	Race Oil Pan Gasket (360 Small Block)

E. Oil Pickup and Screen Assembly

Factory original reissued Oil Pickup and Screen Assembly. Standard pickups are 3/8".

P4529563	Oil Pickup and Screen Assembly — Center Sump Pans P5249059 and P5249061 (Small Block)

SMALL BLOCK

A. Oil Pressure Relief Spring
Oil Pressure Relief Spring increases engine oil pressure over stock spring for high-performance applications. Delivers up to 70 lbs. of oil pressure. Includes a cap and instructions.

P3690944 Oil Pressure Relief Spring (Small Block, 2.2L/2.5L, 3.9L V6)

B. Windage Tray Package
Designed to provide improved engine lubrication by reducing the interior windage at higher engine speeds (adds 5–7 horsepower). Package includes tray and mounting hardware (mounting hardware is also available separately).

P4529790 Windage Tray Package (318, 340, 360 Small Block)
P3690939 Windage Tray Mounting Hardware (318, 340, 360 Small Block)

C. Oil Pump Assembly
This high-output Oil Pump Assembly provides a 25% increase in oil volume. Ideal replacement for stock pump in high-performance applications.

*P4286589 Oil Pump Assembly (Small Block and 3.9L V6)

D. Oil Pump Kit
Avoid oil starvation with this high-performance Oil Pump Kit. Increases oil flow capacity when using stock pump and oil pan. Does not require a special deep pan. Includes pump cover, rotors and attaching screws. Installs easily.

*P5249620 Oil Pump Kit

Note: Modification required with production pans.

E. Distributor/Oil Pump Driveshaft Gear Assemblies
Features a hardened tip shaft with full radius blend from hex to round and pinned gear.

P3690715 Distributor/Oil Pump Driveshaft Gear Assembly
P3690874 Distributor/Oil Pump Driveshaft Gear Assembly — Billet Roller Cam, Aluminum-Bronze Gear

F. High-Performance Oil Filter
High-Performance Oil Filter is engineered to meet the demands of heavy-duty and high-performance applications. Filter is black with Mopar Pentastar logo.

P4452890 High-Performance Oil Filter — Black Finish (426 Hemi, Big Block, Small Block, Slant Six, 3.9L V6)

G. Race Oil Filter
High-performance, heavy-duty race oil filter has a thicker canister with high burst strength. Each filter is black with Mopar Pentastar logo.

P4529190 Race Oil Filter — Black Finish (426 Hemi, Big Block, Small Block)

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A.

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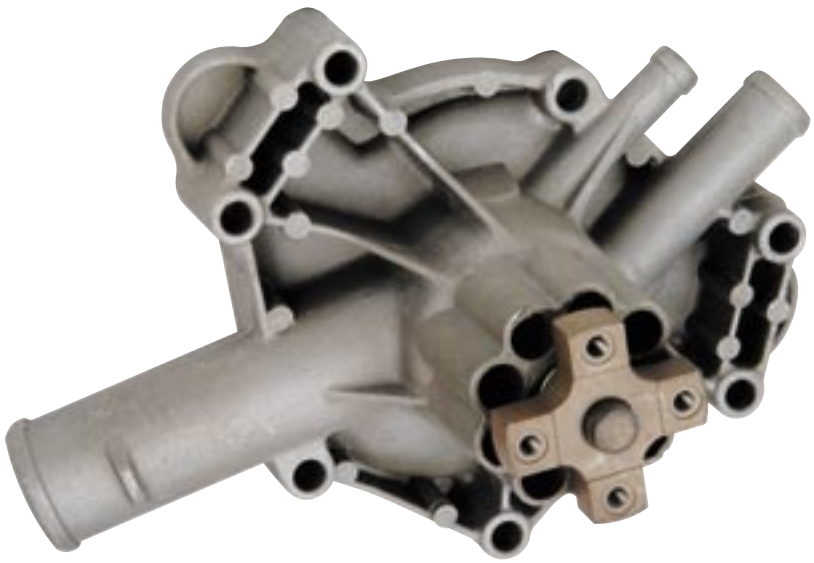
D.



E.

A. Restoration Oil Filters

Mopar Performance has reissued these service replacement oil filters, used in the 1960s and 1970s. The high-performance white filter (P4529805) was recommended for use in competition from 1965–74.

Note: These filters may not fit some V8 applications (those after 1972 requiring short filters).

P4529187	Restoration Oil Filter (426 Hemi, Big Block, Small Block)
P4529805	High-Performance Restoration Oil Filter (426 Hemi, Big Block, Small Block)

B. Right Angle Oil Filter Adapter Kit

Right Angle Oil Filter Adapter Kit allows 90° rotation of the oil filter. Made of aluminum, it provides necessary clearance for headers, engine swaps, etc. Filter not included.

*P5249624	Right Angle Oil Filter Adapter Kit
*P5007515	Oil Filter Adapter Mounting Screw
*P5249320	Oil Filter Adapter Gasket Set — Services Oil Filter Adapter P5249624

C. Oil Pump Priming Shaft

Don't fire up that engine without pre-lubing (priming) it thoroughly with oil. Special hardened steel priming shaft fits on any 3/8" or larger drill. Insert shaft into hole where distributor fits. Pressurizes oil galleys to prevent dry starts that could ruin your engine.

P4286800	Oil Pump Priming Shaft (V8)

COOLING COMPONENTS

D. NEW! Radiator Cap

When you open the hood, it's right there where everyone can see it. If your radiator cap is more than ten years old or just looks bad, replace it with this original equipment quality piece.

77R06021	Radiator Cap, 16 lb. (22" and 26" Radiator)

E. Aluminum Water Pumps

Aluminum Water Pumps feature basic high flow designs. The 6-blade pump is recommended for use with cast iron cylinder heads and drag racing applications. The 8-blade pump is recommended for use with aluminum cylinder heads and circle track applications. Passenger side lower hose inlet.

P5249558	Aluminum Water Pump — 6-Blade
P5249559	Aluminum Water Pump — 8-Blade, Increased Flow

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SMALL BLOCK

A. Water Pump Chrome Bolt Package
Engine chrome dress-up projects are incomplete without chrome bolts.

P4529256 Water Pump Chrome Bolt Package

B. Chrome Water Necks
These high-quality Chrome Water Necks are made of heavy-duty material. Includes gasket and two chrome bolts.

P4286759 Chrome Water Neck (Up to 1978)
P4452025 Chrome Water Neck (1979–91)

C. NEW! 4-Blade Fan
This 4-blade fan fits all 1964–65 Super Stock applications, as well as numerous LA, B-RB Engines. Made from original tooling.

03462185 4-Blade Fan

D. Viscous Fan Package
Most late 1960s and early 1970s factory-built muscle cars were equipped with viscous fans for cooling purposes. Engineers have determined through dyno testing that Mopar's Viscous Fan Package is the best replacement. It provides thermostatically controlled cooling, includes a lightweight balanced fan, and takes the least amount of horsepower from the engine. Offers up to 15 horsepower gain on typical high-performance V8s. 15" fan blade, 3-1/4" deep.

P4120758 Viscous Fan Package (426 Hemi, Big Block, Small Block)

E. Thermostats
Heavy-duty Thermostats can handle increased heat management duties in high-performance engines. Each one comes with a replacement gasket.

*P4876307 180° Thermostat (Up to 1978 426 Hemi, Big Block, Small Block, Slant Six)
*P4876308 195° Thermostat (1979 and Later Small Block, Slant Six, 3.9L V6)

F. Engine Paint
Mopar enamel engine paint is matched to O.E. colors to keep your engine compartment looking original. 16-ounce cans.

P4120751 Race Hemi Orange Engine Paint (1964–65 Race Hemi, 1962–64 Max Wedge)
P4120752 Turquoise Engine Paint (1962–71 Big Block [except High-Performance], 1969–71 383/440 Big Block)
P4120753 Black Engine Paint (1981–93 2.2L and 1983–2000 318/360 Small Block)
P4349216 Street Hemi Orange Engine Paint (1966–71 Hemi and 1970–71 High Performance 340/383/440)
P4349217 Blue Engine Paint (All 1972–83 Engines Except 2.2L and 1964–69 318)
P4349218 Red Engine Paint (1964–69 273, 1968–69 340, 1964–69 360 Small Block)
P5007733 Hemi Restoration Orange Engine Paint (1966–71 Street Hemi, 1969–1971 340/383/440)

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*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

FUEL SYSTEM

440
Plymouth

POWER UP!

Whether you're performing routine maintenance or doing a complete restoration job, don't overlook your car's fuel system. If you're like most enthusiasts, you muscle car is not your daily driver. Or in some cases you're in the middle of a project and may have old or contaminated fuel in the system. Either way, this wrecks havoc on many fuel and rubber components, and that will definitely cause you grief down the road. So when it comes to replacing vital fuel system parts, Mopar has what you need to keep your fuel delivery system free flowing. From high-volume fuel pumps and carb rebuild parts to Six Pack and Hemi carburetor and air cleaners, don't scrimp when it comes to your pride and joy. Remember, a 426 Hemi or a 440 Six Pack with vapor lock sputtering down the track at the Mopar Nationals is not cool. Laying down a 50-foot patch of rubber from a 25 mph roll is!

FUEL SYSTEM

CARBURETORS

A. Holley Cross Ram Carburetors
Holley Carburetors were the "go fast" choice for the legendary Super Stock 426 Hemi engine. Mopar brings back these original equipment Holley carbs for 1964, 1965 and 1968 Race Hemis. These are exact reissues of the original carburetors. Airflow is 770 cfm.

*P4452778 Cross Ram Carburetor — Right Hand (1964–65, 1968 Race 426 Hemi)
*P4452779 Cross Ram Carburetor — Left Hand (1964–65, 1968 Race 426 Hemi)

B. Cross Ram Carburetor Air Horns
For use with Holley Hemi Cross Ram Carburetors. Perfect for Super Stock competition or restoration. Sold as a pair; includes front and rear.

*P5007809 Air Horns (426 Hemi)

C. Holley Universal Carburetor
Features universal calibration, a manual choke and center-hung bowls. Vacuum secondary.

*P4349228 Holley Universal Carburetor — R3310 - 750 cfm (Big Block and Small Block)

CARBURETOR HARDWARE

D. Tall Throttle Bracket
This Tall Throttle Bracket is used to attach the throttle cable to Mopar M1® single plane intake applications or when using a 1" carb spacer.

P4510318 Tall Throttle Bracket (Big Block)

E. Carburetor Kickdown Bracket
For use with automatic transmission kickdown cable P4510646. Refer to Automatic Transmission section for more information.

P4510319 Carburetor Kickdown Bracket (Big Block)

F. Cross Ram Linkage
For use with the Hemi Cross Ram Intake Manifold (P5007534) and Holly Carburetors (P4452778 and P4452779). Refer to Hemi section for more information.

P4510635 Cross Ram Linkage (426 Hemi)

G. Tall Return Spring Bracket
This Tall Return Spring Bracket is for use on Mopar M1® single plane intake applications or when using a 1" carb spacer.

P4510646 Tall Return Spring Bracket (Big Block)

H. Thin Carburetor Adapter
Designed with air/fuel flow technologies in mind versus ease of machining. Tested and used by top engine builders, this adapter is only 1/16" thick and allows the use of square bore carburetors on spread bore manifolds.

*P5007869 Thin Carburetor Adapter (Big Block and Small Block)

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*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

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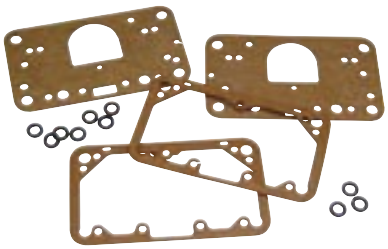

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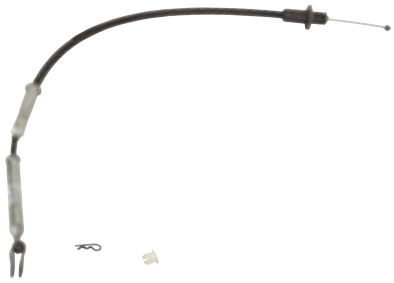

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A. Accelerator Return Spring Bracket

Designed for Magnum crate engines with 4-bbl carburetor intake manifolds. Developed to hold accelerator pedal return spring in proper relationship to carburetor.

P4876313 Accelerator Return Spring Bracket (4-bbl 300, 380, 395, 435 Magnum Crate Engines)

B. Cable Mounting Bracket

Bracket is designed to hold the stock throttle cable to the Mopar Magnum intake in proper relationship to the carburetor. Includes hardware.

P4876850 Cable Mounting Bracket (Magnum 300, 380, 395, 435 Crate Engines with Carburetor)

C. Holley Service Gasket Set

Includes everything required to service and performance-tune your Holley carburetor. Package includes only the necessary parts for proper servicing of the following: primary bowl, primary metering block, secondary bowl, secondary metering block/plate gaskets, required bowl screw O-rings, and fuel transfer tube O-rings.

*P4349304 Holley Service Gasket Set — 2-bbl, R4412 and 7448 (340/440/Hemi Six Pack, Holley Cross Ram)

D. Hemi Throttle Cable

Mopar offers this performance Throttle Cable for Street Hemi and regular applications. Includes the retaining clip and a plug to finish the installation.

P4529112 Throttle Cable (1968–70 Hemi B-Body)

SIX PACK

Some of the fastest vehicles of the "Muscle Car" era were Six Packs. Mopar now offers the components to restore or build your own Six Pack car.

E. Six Pack Holley Carburetors

Holley Carburetors are exact reissues of the original equipment Six Pack. Order one center and two outboard carburetors to match your engine.

*P4349235 Holley Carburetor — Center (1969–70 Big Block Six Pack)
*P4349236 Holley Carburetor — Outboard (1969–70 "RB" Six Pack)
*P4349237 Holley Carburetor — Center (1971 "RB" Six Pack MTX)
*P4349238 Holley Carburetor — Outboard (1971 "RB" Six Pack)
*P4349239 Holley Carburetor — Outboard ("B" Six Pack and Small Block Six Pack)
*P4349241 Holley Carburetor — Center (Small Block Six Pack ATX)

Note: Six Pack "A" engines use Intake Manifold P4529054. Six Pack "RB" engines use Intake Manifold P4529056. Refer to the Big Block and Small Block sections for more information.

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

FUEL SYSTEM

A. Secondary Diaphragm Set
For use with Six Pack Holley 2-bbl outboard carburetors. Sold individually.

P4349321 Secondary Diaphragm Set (Six Pack)

B. Six Pack Gasket Set
Includes O.E. gaskets made exactly the way they were produced in the early 1970s. Set includes three premium quality air cleaner and carburetor-to-manifold gaskets. Fits all 6-bbl applications.

P4529060 Gasket Set (Six Pack)

C. Six Pack Choke Thermostat Assembly
Reproduction O.E. Choke Thermostat Assembly. Fits all production 6-bbl applications.

P4529185 Choke Thermostat Assembly (Six Pack)

D. Six Pack Fuel Line Kit
This exact reproduction of O.E. Six Pack fuel lines includes two fuel tees and four fuel tubes.

P4529264 Fuel Line Kit (Six Pack)

E. Six Pack Installation Kits
Mopar carries a full line of 6-bbl components for both Small Block and Big Block applications, right down to these Six Pack Installation Kits. Kits include throttle cables, fuel lines, coil brackets, linkage kit, choke, nuts, springs and washers. Buy the 6-bbl carburetors, manifold and air cleaner, then install them with this complete O.E. reproduction kit.

P4529058 Six Pack Installation Kit (Small Block)
P4529059 Six Pack Installation Kit (Big Block)

F. Six Pack Linkage Kit
Perfect for repair or restoration projects, this kit includes front carburetor rod, rear carburetor rod, front and rear clips, adjusting pivot, throttle cable, bolt, nut, clip, and washer assembly.

P4529061 Six Pack Linkage Kit

G. Six Pack Throttle Cable
Includes a retaining clip and plug to finish the installation.

P4529111 Throttle Cable (1971 Six Pack B-Body)

H. Six Pack Air Cleaner Lids
Mopar carries all the components you need to rebuild a stock 6-bbl setup. Now top it all off with a Mopar air cleaner lid. Designed and produced to factory specs for the perfect finish to every Six Pack or 6-bbl application.

P2946393 Orange Air Cleaner Lid (Six Pack)
P4529748 Chrome Air Cleaner Lid (Six Pack)

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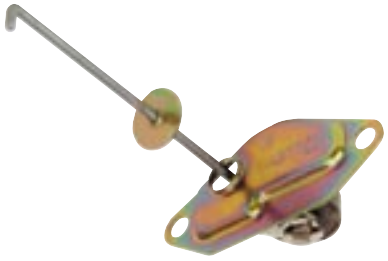

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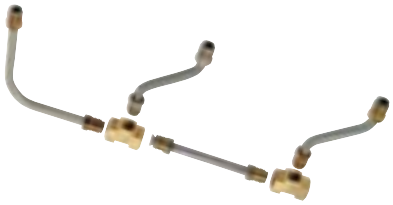

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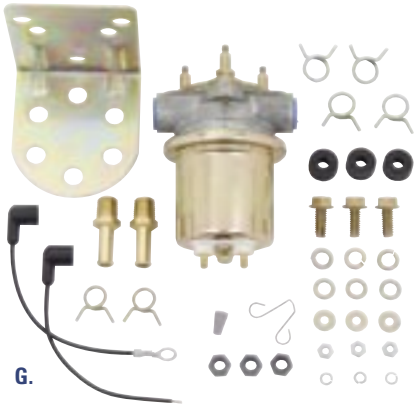

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A. Six Pack Air Cleaner Assembly Kits
These low-profile, high-flow air cleaners top off the Six Pack system. Kits include metal base, orange lid, studs, nuts, gaskets and air filter. They were designed specifically for 1970–71 B- and E-Body vehicles, but they can be used for other vehicle applications as well.

P4529057AB	Air Cleaner Assembly Kit — Non-Cold Air (Six Pack)
P5007737	Air Cleaner Assembly Kit — Cold Air (1970 440 Six Pack with Air Grabber or Ramcharger Hood Scoop)

B. NEW! Air Cleaner Wing Nut
Judges notice everything, right down to the wing nut on your air cleaner. This exact factory reproduction guarantees you won't lose valuable judging points the next time you're at the Mopar Nationals. Sold individually.

P4532033	Air Cleaner Wing Nut

C. Restoration Air Filter Element
This O.E. Restoration Air Filter Element is designed for Six Pack and Hemi applications.

P4529965AB	Air Filter (Resto Six Pack and Hemi)

MECHANICAL FUEL PUMPS AND HARDWARE

D. Mechanical Fuel Pumps
These Mechanical Fuel Pumps provide higher delivery rate than stock at 80 gph @ 8.7 psi.

*P4007039AB	Mechanical Fuel Pump (426 Hemi and Big Block)
*P4007040	Mechanical Fuel Pump (Small Block)

E. Fuel Pump Pushrod Kit
Fuel Pump Pushrod Kit includes pushrod and access plug.

*P5249569	Fuel Pump Pushrod Kit (426 Hemi and Big Block)

F. Moly-Coated Fuel Pump Eccentric
The moly coating on this Fuel Pump Eccentric significantly reduces friction and wear for improved performance.

*P4120484	Moly-Coated Fuel Pump Eccentric (Small Block)

ELECTRIC FUEL PUMPS AND HARDWARE

G. Carter Electric Fuel Pump
This high-volume Electric Fuel Pump provides a delivery rate of 72 gph @ 7.0 psi.

*P4007038	Carter Electric Fuel Pump

H. Chrome Fuel Pump Block-Off Plate
This Chrome Fuel Pump Block-Off Plate covers the hole left after removing a mechanical fuel pump and replacing it with an electric pump. Gasket included.

*P5007546	Chrome Fuel Pump Block-Off Plate

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FUEL SYSTEM

AIR INTAKE SYSTEMS

A. Cast Air Cleaner Assembly

This Cast Air Cleaner Assembly features a black cast aluminum lid with the Mopar Pentastar logo, to match the style of the cast aluminum Mopar valve covers. Includes 12-3/4" element.

*P5249807	Cast Air Cleaner Assembly (Hemi, Big Block, Small Block, 5.2L/5.9L Dodge Truck/Jeep Magnum Engines)

A.

B. Chrome Replacement Air Cleaners

These original-style (unsilenced) Chrome Replacement Air Cleaners are available with or without a breather tube. All air cleaner packages come with a base plate, filter element, base-to-carb gasket, air cleaner stud and chrome-plated wing nut. These air cleaners provide better airflow to help produce more horsepower than most aftermarket air cleaners. To top off your air cleaner, add one of Mopar's original style engine identification plates.

*P4529002	Chrome Replacement Air Cleaner — without Breather Tube (383/440 Big Block, 340 Small Block)
*P4529025	Chrome Replacement Air Cleaner — with Breather Tube (383/440 Big Block, 340 Small Block)

B.

C. Engine ID Plates

Most cars equipped with 340, 383 or 440 engines rolled out of the assembly plant with an Engine Identification Plate on top of the air cleaner. Mopar offers 16 different original-style plates to cover all engines that were available during the muscle car era. The proper selection of engine ID plates is as follows: 1967–68 Red; 1969–71 Orange. Plates to cover engines that were not available in the 1960s and 1970s are also available (318 4-bbl, 360 4-bbl, 440 4-bbl, Hemi 4-bbl, and 360 Magnum).

P4529071	Engine ID Plate — Orange (440 Magnum)
P4529072	Engine ID Plate — Red (440 Magnum)
P4529073	Engine ID Plate — Orange (383 Road Runner)
P4529074	Engine ID Plate — Red (383 Road Runner)
P4529075	Engine ID Plate — Red (383 4-bbl)
P4529076	Engine ID Plate — Red (Commando 383)
P4529077	Engine ID Plate — Orange (Chrysler TNT 440)
P4529078	Engine ID Plate — Red (Chrysler TNT 440)
P4529079	Engine ID Plate — Orange (440 Super Commando)
P4529080	Engine ID Plate — Red (440 Super Commando)
P4529081	Engine ID Plate — Orange (Super Commando 383)
P4529082	Engine ID Plate — Red (Super Commando 383)
P4529083	Engine ID Plate — Orange (340 4-bbl)
P4529084	Engine ID Plate — Red (340 4-bbl)
P4529085	Engine ID Plate — Orange (383 Magnum)
P4529086	Engine ID Plate — Red (383 Magnum)
P4876414	Engine ID Plate — Orange (360 Magnum)
P4876415	Engine ID Plate — Orange (318 4-bbl)
P4876416	Engine ID Plate — Orange (360 4-bbl)
P4876417	Engine ID Plate — Orange (440 4-bbl)
P4876448	Engine ID Plate — Orange (Hemi 4-bbl)

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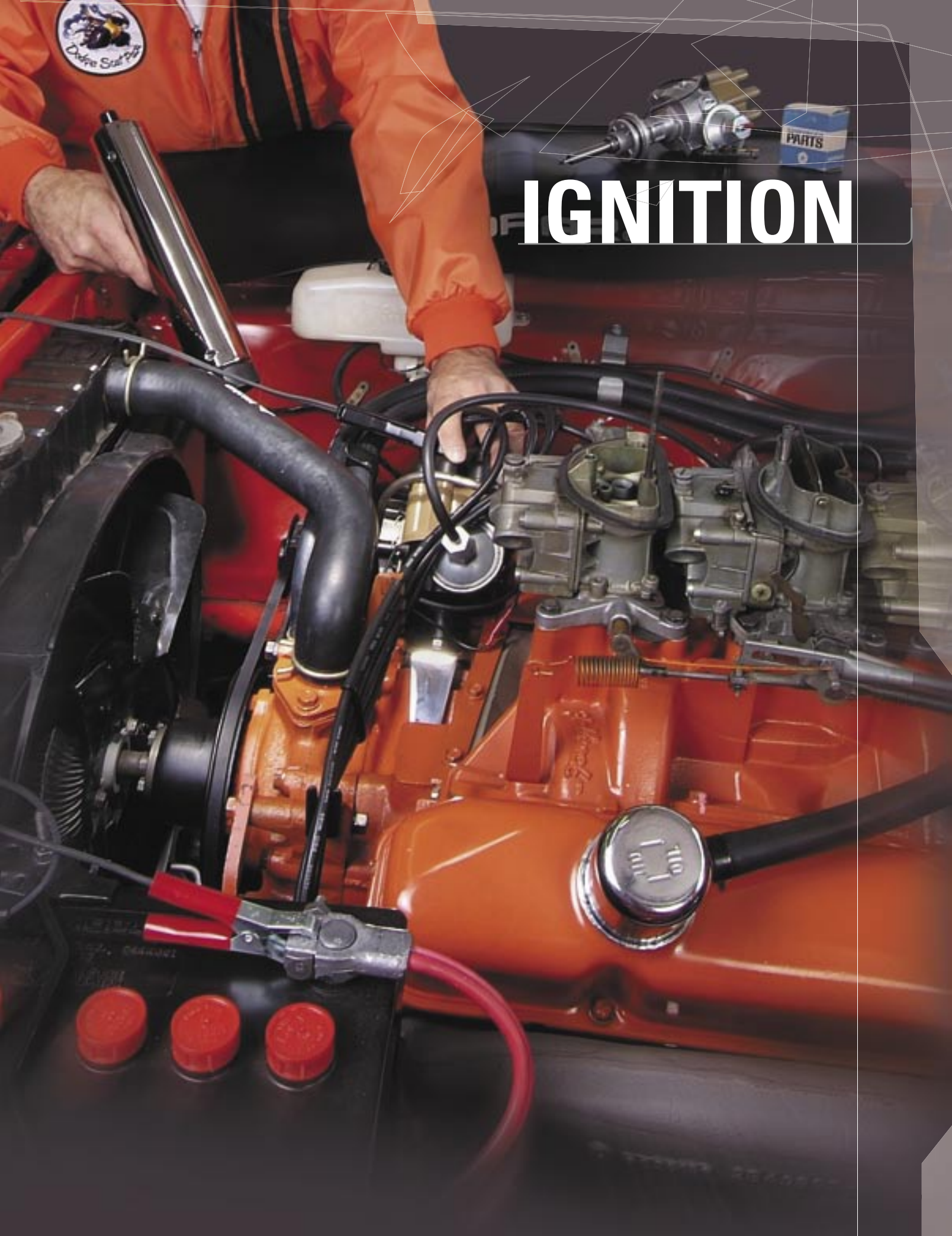

IGNITION

LET'S GET IT STARTED

What's more satisfying than the roar of a Hemi or Max Wedge engine as it comes to life? To ensure your classic muscle car engine fires up every time, check out these Mopar ignition system components. This wide array of ignition parts will not only help your engine start more easily, but also keep it running more efficiently. After all, performance begins when your engine starts—so let Mopar ignition systems handle the job.

IGNITION AND ELECTRONICS

DISTRIBUTORS AND HARDWARE

A. Vacuum Advance Electronic Distributors

These Vacuum Advance Electronic Distributors feature a high-performance advance curve and an adjustable vacuum advance unit. Includes cap and rotor.

*P3690430	Vacuum Advance Electronic Distributor (Small Block)
*P3690431	Vacuum Advance Electronic Distributor (383/400 Big Block)
*P3690432	Vacuum Advance Electronic Distributor (426 Hemi, 413/426W/440 Big Block)

B. Chrome Distributor Hold-Down Clamps

Under the hood every detail matters, and chrome is the perfect enhancement. Add the detail of a heavy-duty Chrome Distributor Hold-Down Clamp with chrome-plated bolts. Sold individually.

P4349278	Chrome Distributor Hold-Down Clamp (Small Block)
P4349279	Chrome Distributor Hold-Down Clamp (426 Hemi and Big Block)

C. Distributor Adapter Set

Adapts "RB"/Hemi engine distributor to "B" engines.

P3690275	Distributor Adapter Set ("B" Engines)

D. Distributor Advance Weight Springs

Use these Distributor Advance Weight Springs to convert a stock distributor to a quick advance curve. Package contains two springs.

P2932675	Distributor Advance Weight Springs

E. Distributor Cap and Rotor Sets

*P4120886	Distributor Cap and Rotor Set — Mechanical Tach Drive Distributor (426 Hemi, Big Block, Small Block)
*P5007856	Distributor Cap and Rotor Set — for Distributors P3690430, P3690432 (426 Hemi, Big Block, Small Block)

F. Intermediate Shaft Bushing

P1737725	Intermediate Shaft Bushing (V6/V8)

G. Original Replacement Distributor Cap

Replacement for the original tan-colored distributor cap used in Chrysler high-performance V8 muscle cars of the late 1960s and early 1970s. (Sold individually.)

P4529791	Original Replacement Distributor Cap (Big Block and Small Block)

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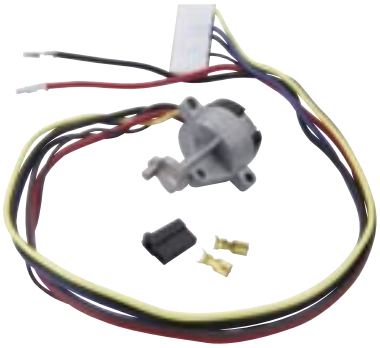

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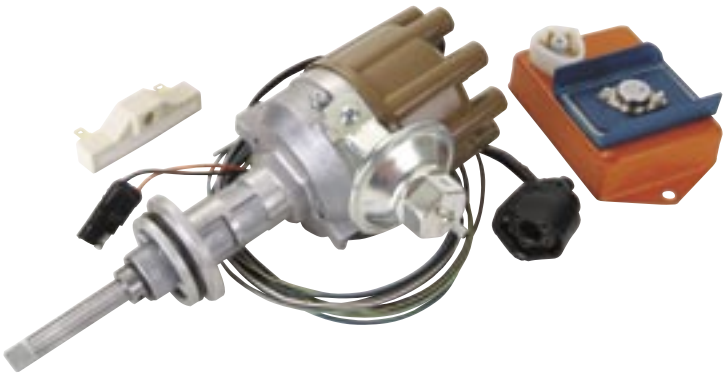

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A. Pickup Coil and Lead Assembly

The Pickup Coil and Lead Assembly services electronic and mechanical tach drive distributors.

*P4007985 Pickup Coil and Lead Assembly

B. NEW! Ignition Switch

If your ignition switch needs replacing, don't install an old, used piece. For peace of mind, replace it with a brand-new unit from Mopar. This ignition switch is an exact reproduction, and it perfectly replaces your old unit, with no modifications necessary.

03747092 Ignition Switch (1970–74 E-Body, 1970–76 A-Body and 1970–74 B- and C-Bodies)

ELECTRONIC IGNITION SYSTEMS

C. Electronic Ignition Conversion Kits

Mopar Performance can take care of your ignition problems with an Electronic Ignition Conversion Kit with vacuum advance distributor. These magnetic impulse ignition systems offer many advantages over breaker-type ignition systems. They require less frequent tune-ups, increase secondary voltage, improve starting, eliminate irregular timing and dwell change with engine speed, and increase plug life. Conversion packages are available to convert old point-type ignitions to electronic ignitions. Packages include vacuum advance electronic distributor with high-performance advance curve, wiring harness, electronic control unit, ballast resistor and installation instructions.

*P3690426 Electronic Conversion Kit (Small Block)
*P3690427 Electronic Conversion Kit (383/400 Big Block)
*P3690428 Electronic Conversion Kit (426 Hemi, 413/426W/440 Big Block)

D. Orange Electronic Control Unit

The Orange Electronic Control Unit is for general high-performance use up through 6,000 rpm.

*P4120505 Orange ECU (Hemi, Big Block, Small Block)

E. Chrome Electronic Control Unit

For a hotter spark, use this high-performance Chrome Electronic Control Unit. For general high-performance use up through 8,000 rpm.

*P4120534 Chrome ECU (Hemi, Big Block, Small Block)

F. Super Gold Electronic Control Unit

The Super Gold Electronic Ignition Control Unit is the culmination of several years of developing high-performance ignition systems. Designed to outperform any ignition unit previously offered to Mopar racers, it will handle the high current demand by Race Coil P3690560, while keeping dwell variation to less than 1°, from 1,000 to 10,000 rpm. Dwell is set for maximum spark output at low or high engine speeds. The Super Gold ECU provides outstanding performance, from idle to 12,000 rpm.

*P4120600 Super Gold ECU — Race Only (Hemi, Big Block, Small Block)

G. Control Unit Wiring Harness Kit

*P3690152 Control Unit Wiring Harness Kit — for Electronic Ignitions (Hemi, Big Block, Small Block)

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

IGNITION AND ELECTRONICS

A. Restoration Battery Tray

Replace that rusty or missing battery tray with a new Mopar restoration unit. Manufactured to exact specifications, this tray comes e-coated to protect it from chemical and moisture exposure. Fits all 1970–74 E-Body and 1971–74 B-Body applications.

P2925322 Restoration Battery Tray (1970–74 E-Body, 1971–74 B-Body)

B. NEW! Battery Hold-Down Nut

Your Battery Hold-Down Nut is old and rusty. You could try and paint it, but that would subtract valuable judging points at the local show 'n shine. Mopar now carries brand-new original equipment-style nuts, so you don't have to spend time searching when you can be enjoying more time behind the wheel.

P3151736 Battery Hold Down Nut — Fits all 1962–74 A-, B- and E-Bodies.

C. NEW! Battery Hold-Down Strap

03404404 Battery Hold Down Strap (1970-76 A-Body, 1970-73 B-Body and 1970-74 E-Body)

01828352 Battery Hold Down Strap (1963-69 A-Body, 1964-69 B-Body and 1968-73 C-Body)

D. NEW! Positive/Negative Battery Cables

Nothing is more embarrassing than having your muscle car not start and having to ask your buddy for a jump at the end of a cruise night. More often than not it's the fact you forgot to replace those worn out and corroded battery cables. Make sure to use original Mopar replacement battery cables when working on your car's electrical system.

02983649 Positive Battery Cable
1971-72 B-Body with 383, 400, 440 engine
1970-71 E-Body with 383, 440 engine

03764166 Positive Battery Cable
1972 B-Body, E-Body with 318, 340 engine

02983778 Negative Battery Cable
1970-72 B-Body, E-Body with 318, 340, 383, 400, 440 Engine
1970-72 A-Body with 318, 340 Engine

E. NEW! Turn Signal Switch Assembly

Often overlooked during a restoration, an old, worn out turn signal switch can cause many electrical gremlins. This high-quality assembly is an exact factory replacement and installs easily with no modifications necessary.

04293102 Turn Signal Switch Assembly (1970–76 A-, B-, and E-Bodies)

BALLAST RESISTORS

F. Resto Dual Ballast Resistor

The sharpest eyes will spot the correct ballast resistor on a restoration project. This ballast resistor is a reissued factory original, as used on 1971 and later points-style and electronic ignitions with four-pin dual ballast resistors.

P4529795 Resto Dual Ballast Resistor

G. Ballast Resistors — Electronic Distributor

P2444641 Ballast Resistor — for Mechanical Advance Distributor, Using P3690560 and P4876832–33 Ignition Coils, 1/4 ohm

P5206436 Ballast Resistor — for P4120505 Orange Box and Production or P4120889 Ignition Coil, 1 ohm

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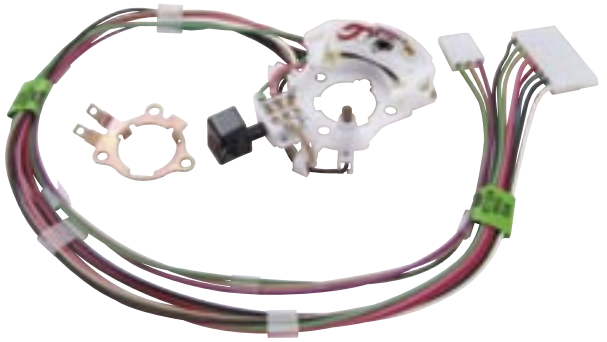

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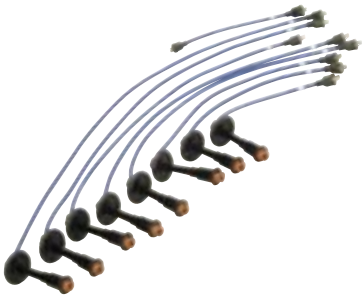
IGNITION WIRES AND SPARK PLUGS



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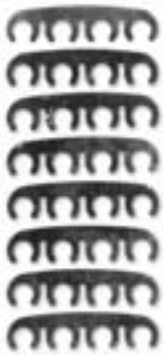

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A. Ignition Wire Sets — 7.5 mm, Pre-Cut

Package contains the high-tech style boot ends at both the distributor and plug ends of the wire. These blue wires are imprinted with the Mopar Performance name and the cylinder number.

P4876775	Ignition Wire Set — 7.5 mm (426 Hemi)

B. Restoration Ignition Wire Sets

These restoration spark ignition wire sets are as close to original as possible. Just like O.E., each carbon suppression wire is created in the correct color and lettering, and includes the correct spark plug boot. Each set contains eight ignition secondary wires and one coil wire.

P4529792	Restoration Ignition Wire Set — Orange (383/440 Big Block)
P4529797	Restoration Ignition Wire Set — Orange (340 Small Block)

C. Ignition Wire Separator Set

Ignition Wire Separator Set includes eight pieces. Fits 7.5 mm wire.

P4007667	Ignition Wire Separator Set

D. Hemi Insulator and Boot Kit

Hemi Insulator and Boot Kit services one cylinder. Eight required per engine. Use with 8 mm Ignition Wire Set (P4529032).

P4120808	Hemi Insulator and Boot Kit

E. Plug Tube and Seal Set

Plug Tube and Seal Set includes eight special spark plug tubes and tube seals, as used on production 426 Hemi engines.

P4120294	Plug Tube and Seal Set (426, 472, 528 Hemi)

F. Spark Plug Wire Removal Tool

Here's the tool you need to remove spark plug wires easily, without pulling the wire out of the terminal end and boot.

P5249718	Spark Plug Wire Removal Tool

G. Universal Fit Spark Plug Wire Loom

Universal Fit Spark Plug Wire Loom works with 7–8 mm wire. Includes four 1/4" mounting studs (20 tpi).

P5007481	Universal Fit Spark Plug Wire Loom

H. Spark Plugs

These Bosch Motorsports spark plugs are specifically designed for the optimum performance of your Mopar engine. Sold in sets of four.

P4876927	Spark Plug (Big Block)
P4876926	Spark Plugs (Hemi and Small Block)

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

IGNITION AND ELECTRONICS

IGNITION COILS

A. NEW! Restoration Ignition Coil

This is an exact reproduction of the original factory black unit, right down to the vintage Mopar logo. If your coil is more than ten years old, replace it with this brand-new piece.

02495531	Restoration Ignition Coil — Black with Vintage Mopar Logo (1964–78 Small Block, Big Block and Hemi)

B. Chrome Ignition Coil Bracket

Another underhood piece to dress up your engine compartment. Includes bracket clamp screw.

P4286728	Chrome Ignition Coil Bracket (V8 and 6 cyl.)

C. Blaster Coils

These high-performance cylindrical Blaster Coils are oil-filled. They feature a 100:1 turn ratio, threaded-stud primary connection, and conventional "socket" style tower. They are designed for high-performance street and race applications. **Note:** Use 1/4 ohm Ballast Resistor P2444641 when used with Ignition Kit P3690426, P3690427, or P3690428.

*P4876732	Blaster Coil — Black, for Controllers P4876728–29 (V8)
*P4876733	Blaster Coil — Chrome, for Controllers P4876728–29 and P4876731 (V8)

D. Race Coil

This Race Coil is specifically designed to be used with a race-only electronic ignition kit. Not recommended for continued operation at speeds below 3,000 rpm for periods of more than 30 minutes. **Note:** Use 1/4 ohm Ballast Resistor P2444641.

*P3690560	Race Coil (Race V8)

E. Lightweight Starters

These specially-designed starter motors, with heavy-duty features for V8 applications, need no adapters. Approximately 7 lbs. complete, these units are lighter than the previous Mopar lightweight starter, half the weight of the original 1960–70s vintage production starter, and 1" shorter. May require header/exhaust modifications on some applications.

P5007860	Lightweight Starter (426 Hemi, Big Block)
P5249644AB	Lightweight Starter (Small Block)

VOLTAGE REGULATORS

F. Constant Output Voltage Regulators

To ensure your ignition and electrical systems can provide maximum performance, install a Constant Output Voltage Regulator. Voltage is held at a constant 13.5 volts. For race applications only.

*P3690731	Constant Output Voltage Regulator (1970 and newer V8 engines)
*P3690732	Constant Output Voltage Regulator (Up to 1969 V8 engines)

G. O.E. Muscle Car Voltage Regulator

For restoration or repair, Mopar offers this factory reissue voltage regulator, originally used on muscle cars in the early 1970s. It is black with the original Mopar part number imprinted in yellow. Contains modern electronics.

P4529794	O.E. Muscle Car Voltage Regulator (V8)

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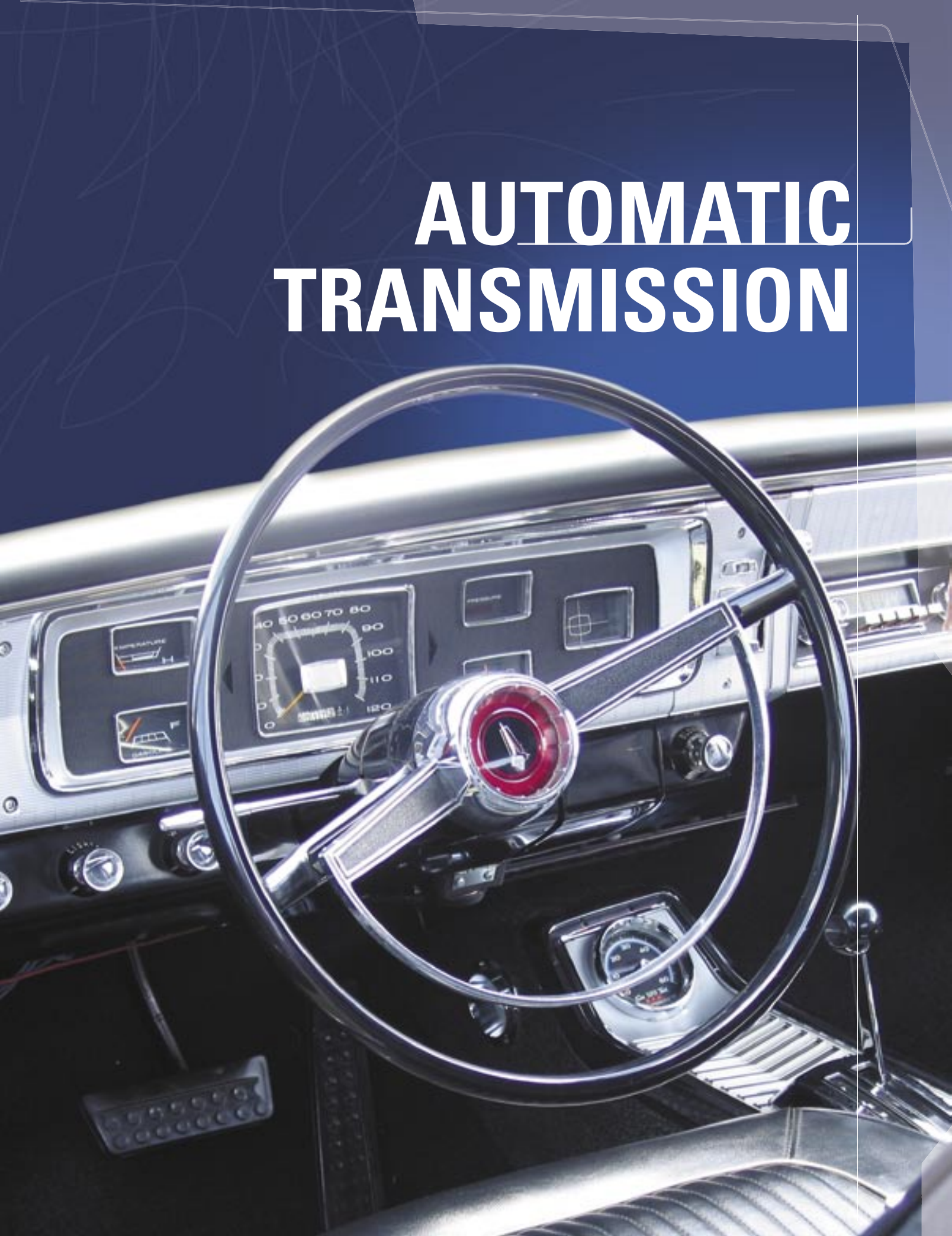
*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

AUTOMATIC TRANSMISSION



SHIFT INTO HIGH GEAR

Whether it's a high-performance small block, ground-pounding big block, or legendary Chrysler Hemi, your transmission was specially designed by Mopar engineers to handle the brute force of your powerplant. When service parts are needed, don't even think about using anything that doesn't have the name Mopar attached to it. To do otherwise could drive you right back to the shop hoist.

DODGE
1969 DART

AUTOMATIC TRANSMISSION

SHIFT IMPROVEMENT PACKAGES

A. Dual Purpose Shift Improver Packages

Enjoy firmer, quicker shifts with these Dual Purpose Shift Improver Packages. On 1971–86.5 RWD A-727/A-904 transmissions, the part-throttle kickdown is retained.

*P4007899	Shift Improver Package (Up to 1986.5 A-904, A-998, A-999)
*P4349469AB	Shift Improver Package (Up to 1986.5 A-727)

B. Performance Shift Improver Packages

These packages offer firmer, quicker shifts for better performance and quicker ETs. Packages come complete with all necessary parts, spacer gaskets, pan gasket and simple instructions. For serious performance/racer applications. Non-lockup applications only.

*P4529087	Shift Improver Package (1962–70 A-727, 1971–73 A-904 6-cyl.)
*P4529088	Shift Improver Package (1971–73 A-727, 1971–73 A-904)

AUTOMATIC TRANSMISSION COMPONENTS

C. NEW! Speedometer Cable

When restoring your classic, why reinstall a speedometer cable that's 30-plus years old, when you can install a brand-new part from Mopar? This original equipment-quality cable will provide years of trouble-free operation and is easy to install.

04897646AA	Speedometer Cable (A-, B- and E-Bodies)

D. NEW! Transmission Neutral Safety Switch

Fits A-727 and A-904 Torqueflite applications.

P2932820	Transmission Neutral Safety Switch — 1969–84 A-727/A-904 Transmissions

E. Neutral Safety Switch

P5007747	Neutral Safety Switch — 3-prong (1985 and up A-727/A-904)

DRIVE PLATES

F. RWD Torque Converter Flex Plates — 5/16" Bolts

Torque Converter Flex Plates for use with econo/lockup torque converters.

P4876821	RWD Torque Converter Flex Plate — 6-Bolt Crank, 5/16" (Up to 1991 V8)
P5007378	RWD Torque Converter Flex Plate — 8-Bolt Crank, 5/16" (Hemi)

G. RWD Torque Converter Flex Plates — 7/16" Bolts

Torque Converter Flex Plates for use with high-performance aftermarket 10" and 9" converters.

*P4529751	RWD Torque Converter Flex Plate — SFI approved for use with 6-Bolt Crank Flange
*P4529752	RWD Torque Converter Flex Plate — SFI approved for use with 8-Bolt Crank Flange

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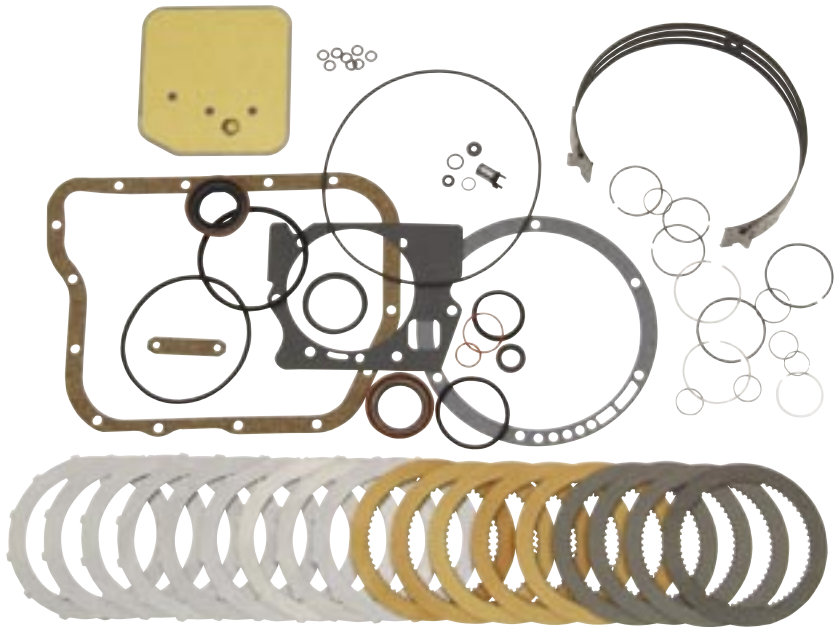
*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

TRANSMISSION OVERHAUL KITS

Mopar has packaged all the necessary parts to rebuild and restore your A-904/A-500 and A-727 transmission. Included in each kit are rubber seals, gaskets, sealing rings, filter, front flex band, and clutch plates.



A.

A. Dual Purpose Transmission Overhaul Kits

These Transmission Overhaul Kits are intended for dual purpose street/strip usage. Friction materials are factory quality, original equipment parts manufactured through Raybestos.

Note: Low/Reverse band is not included, since wear is usually minimal and does not requiring replacement.

P5007172	Dual Purpose Transmission Overhaul Kit (A-727)
P5007568	Dual Purpose Transmission Overhaul Kit (A-904/A-500)

Race Transmission Overhaul Kits (Not Pictured)

Race Transmission Overhaul Kits are recommended for drag strip use only, and are distinguished from dual purpose kits by the use of a more aggressive Kevlar®-lined front drum flex band (steel drum only) and Raybestos Blue Plate Special racing front and rear clutch plates. Blue Plate Special clutch plate features and benefits include the following:

- High-strength steel to withstand high torque and horsepower
- High-strength matrix bonding resins (creates the blue color)
- Higher dynamic and static coefficients of friction
- Critical parts are handmade and 100% checked for critical dimensions
- Higher torque and horsepower capacity free up horsepower for improved acceleration and elapsed times
- Greater durability and minimal wear extends clutch life
- Faster and cleaner shifts
- Less shock during shifts

P5007171	Race Transmission Overhaul Kit (A-727)
P5007569	Race Transmission Overhaul Kit (A-904/A-500)

RWD TRANSMISSION PAN GASKET AND HARDWARE

B.

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B. Chrome Bolt Attaching Package

Here's a Chrome Bolt Attaching Package to dress up your automatic transmission. Fits all automatic transmission assemblies.

P4452785	Chrome Bolt Attaching Package (A-904, A-727, A-500, A-518)

C. Transmission Plug and Cap Package

Transmission Plug and Cap Package contains plastic plugs and caps to prevent unwanted dust and dirt from getting into a transmission during storage or transport.

P4120280	Transmission Plug and Cap Package (A-500, A-518, A-727, A-904, A-998, A-999)

D.

D. Automatic Transmission Gasket and Filter Package

All the parts you need for changing the fluid in your automatic transmission.

P4120461	Automatic Transmission Gasket and Filter Package (A-727)
P3690855	Transmission Gasket (A-727)

AUTOMATIC TRANSMISSION

TORQUE CONVERTERS AND HARDWARE

A. Torque Converters

These performance Torque Converters have higher stall speeds than production units, but aren't as expensive as aftermarket race units. The higher stall speed offers better throttle response and a quicker launch.

P4529403AB	145K Lockup Torque Converter (1967–92 A-904)
P4876947AB	145K Lockup Torque Converter (A-727)
P5007290AB	166K Lockup Torque Converter (1967–92 A-904)
P5007297AB	166K Lockup Torque Converter (A-727)
P4876805AB	145K Econo Torque Converter (1967–92 A-904)
P4876870AB	145K Econo Torque Converter (A-727)
P4876876AB	166K Econo Torque Converter (1967–92 A-904)
P4876878AB	166K Econo Torque Converter (A-727)
P4876877AB	175K Econo Torque Converter (1967–92 A-904)
P4876879AB	175K Econo Torque Converter (A-727)

B. Flex Plate Screw Packages

Flex Plate Screw Packages include crank screws (eight for 8-bolt cranks; six for 6-bolt cranks) and four torque converter screws.

P4120464	Flex Plate Screw Package — 8-Bolt Crank, 7/16" Converter (Hemi, Big Block, Small Block, Slant Six, 3.9L V6)
P4120465	Flex Plate Screw Package — 6-Bolt Crank, 7/16" Converter (Hemi, Big Block, Small Block, Slant Six, 3.9L V6)
P4876820	Flex Plate Screw Package — 6-Bolt Crank, 5/16" Converter (Hemi, Big Block, Small Block, Slant Six, 3.9L V6)

C. Balance Weight and Positioning Template Package

For use with externally balanced cast iron cranks. Designed for RWD cast crank V8 engines. Will not work with Magnum engines.

*P4120241	Balance Weight and Positioning Template Package (1971–91 440 Six Pack, 1971–92 360 [not AMC])

D. RWD Torque Converter Bolt Packages

These RWD Torque Converter Bolt Packages include four bolts to attach the torque converter to the flex plate. Available for both 8- and 6-cylinder engines.

P4529591	RWD Torque Converter Bolt Package — 5/16" (8- and 6-cylinder engines)
P4529592	RWD Torque Converter Bolt Package — 7/16" (8- and 6-cylinder engines)

TRANSMISSION COOLERS AND PANS

E. Heavy-Duty Transmission Cooler

This Heavy-Duty Transmission Cooler will keep the transmission in your 1967–91 car or light truck from overheating when it performs under heavier than normal driving conditions. Durable 3/4" line construction and steel material make this an outstanding performer.

P4876916	Heavy-Duty Transmission Cooler — 7-1/2" W x 17" L x 3/4" D

F. Transmission Cooler

Help prevent transmission damage caused by overheating. Mopar Transmission Coolers feature 3/4" line construction and steel material turbulator. Ideal for cars and light trucks used for everyday transportation.

P4876915	Transmission Cooler — 5" W x 13" L x 3/4" D

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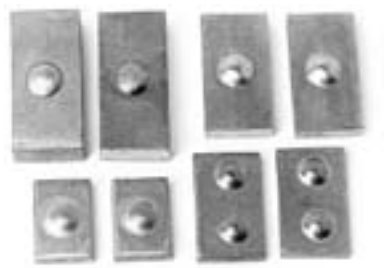

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TORQUE CONVERTERS APPLICATIONS

General Desc.	Hemi 5.2L Magnum Slant 6, 3.9L V6 383, 440 Forged Crank 273, 318, 340 Forged Crank	440 6-BBL and Heavy Rod 400, 440 Cast Crank 360 Cast Crank (1971-92) 340 Cast Crank	1993–01 360 Magnum
145K, 166K Torque Converter 175K Torque Converter All Race Torque Converter	No extra weights	Add P4120241	Add P5249843

Torque Converter Usage by Valve Lift Factor

Engine	Valve Lift	Torque Converter	General Usage
Hemi	Up to 0.499"	150K	Dual Purpose
	0.500"–0.530"	166K	General Bracket
	0.531" and up	175K and up	Serious Brackets
440	Up to 0.481"	145K	Dual Purpose
	0.482"–0.520"	166K	General Bracket
	0.521" and up	175K and up	Serious Brackets
383	Up to 0.450"	145K	Dual Purpose
	0.451"–0.481"	166K	General Bracket
	0.482" and up	175K and up	Serious Brackets
360	Up to 0.481"	145K	Dual Purpose
	0.482"–0.520"	166K	General Bracket
	0.521" and up	175K	Serious Brackets
318/340	Up to 0.450"	145K	Dual Purpose
	0.451"–0.481"	166K	General Bracket
	0.482" and up	175K and up	Serious Brackets

Torque Converter Usage by "K" Factor

Application	318/340	360	383/400	440
Stock — Performance	120–145K	120–145K	120–145K	120K
Street — Performance	166–175K	145–166K	166–175K	145–166K
Street — Strip	175K	166–175K	175K	166–175K
Bracket Race	175–230K	175–230K	175–200K	150–150K
Race	250–265K	240–255K	250–265K	240–255K
	260–275K–W2	260–275K–W2		

Note: 145K = 1900–2100 stall speed; 166K = 2250–2350 stall speed; 175 = 2400–2500 stall speed.

AUTOMATIC TRANSMISSION

A. RWD Automatic Transmission Deep Pan Packages

Extra-capacity RWD Automatic Transmission Deep Pan Packages improve the cooling and lubrication of critical transmission components, which results in better shift performance and longer component life. A new, redesigned billet bolt-on spacer is provided to lower the fluid pickup. Includes drain plug and extra hole for temperature gauge (plug required if gauge is not used). Adds two quarts to sump.

P5007793AB	Cast Aluminum Deep Pan Package (A-727)
P5007794AB	Cast Aluminum Deep Pan Package (A-904)
P3690730AB	Stamped Steel Deep Pan Package (A-727)
P4007886AB	Stamped Steel Deep Pan Package (A-904/A-999)
P4120161AB	Chrome-Plated Deep Pan Package (A-727)
P4120162AB	Chrome-Plated Deep Pan Package (A-904/A-999)

B. Filter Extension Kit

For use with RWD Automatic Transmission Deep Pan Packages. Kit contains one filter extension, one transmission pan gasket, and one transmission fluid filter.

P5249321AB Filter Extension Package (A-727)

C. Front Clutch Piston Spring

When rebuilding your A-727 transmission, you should always replace the Front Clutch Piston Spring. This spring provides the right amount of tension to ensure firm upshifts and prolonged clutch life. Sold individually.

P2801243 Front Clutch Piston Spring

TRANSMISSION CLUTCHES

D. RWD Complete Clutch Kits

Dual-purpose performance A-904 (includes A-998, A-999 and A-500) or A-727 transmissions can be fixed with these RWD Complete Clutch Kits. All components are high-quality O.E. parts designed for your transmission. Kits contain front and rear discs, clutch plates and instructions.

P4529016	RWD Complete Clutch Kit (A-727)
P4529008	RWD Complete Clutch Kit (A-904/A-500)

E. RWD Rear Clutch Kit

We've packaged our heavy-duty, high-performance A-727 race clutch plates and discs into a practical kit.

P4529019 RWD Rear Clutch Kit — Race (A-727)

F. RWD Front Bands

Mopar takes the same high-quality, heavy-duty transmission front bands found in our other complete A-904 and A-727 transmission kits, but packages them separately for your convenience. Select for either dual-purpose or race applications.

P4529009	RWD Front Band — Dual Purpose (A-904/A-500)
P4529017	RWD Front Band — Dual Purpose (A-727)
P4529012	RWD Front Band — Race (A-904/A-500)
P4529020	RWD Front Band — Race (A-727)

G. RWD Kickdown Lever

This special 5:1 ratio RWD Kickdown Lever can be used as a replacement on the 426 Hemi transmission. Speeds up front band actuation on other A-904 and A-727 transmissions to firm upshifts.

*P4529023AB Kickdown Lever (A-904/A-727)

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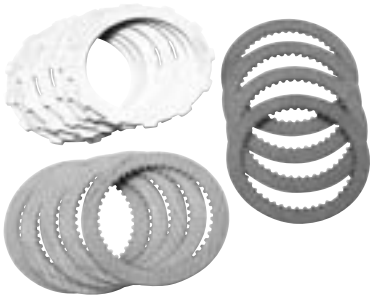

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*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

MANUAL TRANSMISSION

STICK WITH A WINNER

You know that feeling. Sitting there at the tree with your left hand on the steering wheel and your right hand clenched firmly on the pistol grip stick — waiting for the lights to come down.

Now you can power shift with confidence. Mopar manual transmissions are legendary, especially in high-performance applications.

Since you prefer to shift it for yourself, it's always best to stick with authentic restoration parts by Mopar. That way, you'll be certain to stick it to the competition every time.

SUPER
BEE

MANUAL TRANSMISSION

FLYWHEELS AND HARDWARE

A. Race Steel Flywheel
This Race Steel Flywheel weighs 18-1/2 pounds and is designed for use with a 10-1/2" clutch.

*P4876047	Race Steel Flywheel — 6-Bolt (Big Block, Small Block)

B. Steel Replacement Flywheels
Steel Replacement Flywheels weigh 30 pounds and are designed for use with a 10-1/2" clutch. Not SFI approved.

P4529142	Steel Flywheel — 6-Bolt, 130-Tooth (Big Block, Small Block)
P4529143	Steel Flywheel — 8-Bolt, 130-Tooth (Big Block, Small Block)

C. Flywheel Attaching Screw Set
This Flywheel Attaching Screw Set is ideal for Inline Six and 90° V6 and V8 engines. It includes six crankshaft and pressure plate bolts.

P4529113	Flywheel Attaching Screw Set — 6-Bolt (Inline Six, 90° V6 and V8)

CLUTCH LINKAGE

D. Clutch Fork Replacement Kits
Replacement kits for RWD manual transmission clutch forks. Kits contain a clutch fork, clutch fork pivot and boot.

P4529451	Clutch Fork Replacement Kit — 12-1/2" Approx. Length (Small Block A-Body)
P4529452	Clutch Fork Replacement Kit — 10-3/4" Approx. Length (Small Block B- and E-Bodies)
P4529453	Clutch Fork Replacement Kit — 10-3/4" Approx. Length ("B" Engine B- and E-Bodies)

E. Clutch Linkage Shaft Service Kits
Each kit contains nylon bearings, snap rings, seals, washers, lock springs, pivot ball studs and instructions.

P4529447	Clutch Linkage Shaft Service Kit (B- and E-Bodies)
P4529489	Clutch Linkage Shaft Service Kit (A-Body)

F. Clutch Rod Repair Kits
Each kit contains a clutch rod, nuts, washers, springs, clips and instructions.

P4529448	Clutch Rod Kit — 6.885" Overall Length (Small Block A-Body)
P4529449	Clutch Rod Kit — 4.860" Overall Length (Small Block B- and E-Bodies)
P4529450	Clutch Rod Kit — 4.880" Overall Length (Big Block B- and E-Bodies)

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CLUTCH DISCS, PRESSURE PLATES AND HARDWARE

A. Race Clutch Cover and Pressure Plate

Race Clutch Cover and Pressure Plate is super heavy-duty for 3,100 lbs. spring load.

P4529406	Race Clutch Cover and Pressure Plate — 10-1/2" (Hemi, Big Block, Small Block)

B. Muscle Car Pressure Plates

These pressure plates were designed as replacements for early V8 muscle cars. Both are roller designs, similar to original production units. Use with Muscle Car Clutch Discs.

P4529140	Muscle Car Pressure Plate — 10-1/2", 2,500 lb. Base (Dodge and Plymouth V8 Muscle Cars)
P4529141	Scalloped Muscle Car Pressure Plate — 11" (10.95"), 2,500 lb. Base (1970–72 Hemi and Big Block)

C. Muscle Car Clutch Discs

These Muscle Car Clutch Discs are designed as replacements for various Dodge and Plymouth V8 muscle cars. Use with Muscle Car Pressure Plates P4529140 and P4529141.

P4529136	Muscle Car Clutch Disc — 10-1/2", 23-Spline (Dodge and Plymouth V8 Muscle Cars)
P4529137	Muscle Car Clutch Disc — 11" (10.95"), 23-Spline (Dodge and Plymouth V8 Muscle Cars)
P4529138	Muscle Car Clutch Disc — 10-1/2", 18-Spline (Dodge and Plymouth V8 Muscle Cars)
P4529139	Muscle Car Clutch Disc — 11" (10.95"), 18-Spline (Dodge and Plymouth V8 Muscle Cars)

D. Street/Strip Pressure Plates

P4876919	Street/Strip Pressure Plate — 11" (10.95") (426 Hemi, 440 Big Block)
P4876920	Street/Strip Pressure Plate — 10-1/2" (426 Hemi, 440 Big Block, 340 Small Block)

Pilot Bearing (Not Pictured)

The Pilot Bearing should always be replaced when servicing the clutch and throw-out bearing, or when installing a new clutch.

P5007051	Pilot Bearing (Big Block and Small Block)

SHIFTERS

E. Hurst Pistol Grip Shifters

Give your 4-speed Mopar muscle car that original look and feel it deserves with these brand-new, factory-reissued pistol grip shifters from Hurst.

Note: All pistol grip sticks are the bolt-on style and are designed for use with Hurst Comp Plus Shifter part number 391–6769 (not available through Mopar).

P4510610	Hurst Pistol Grip Shifter (All 1968–69 Non-Console, 1970 B-Body Non-Console)
P4510611	Hurst Pistol Grip Shifter (1971–74 B-Body Non-Console with Center Armrest)
P4510612	Hurst Pistol Grip Shifter (1970–74 E-Body, 1971-74 B-Body with Console)
P4510948	Hurst Pistol Grip Shifter (1970 B-Body with Console)
P4510614	Hurst Pistol Grip Simulated Wood Grain Insert

MANUAL TRANSMISSION

A. NEW! Hurst Shifter
Whether you're looking to replace your classic "push-in" style handle Hurst shifter or simply want to upgrade, Mopar has the original equipment-style piece you want. Built with all-new high quality components, this beauty looks just like the original and fits perfectly (no modifications required when used as a replacement).

04019122 Hurst Shifter (1968-74 B-Body, 1970-74 E-Body)

B. NEW! Shifter Boot
If your shifter boot is damaged, worn, or missing, we've got you covered. This quality reproduction looks great and uses the same materials as the original production unit.

03467764 Shifter Boot (Dart, Demon, Duster)
P3467766 Shifter Boot (1970-74 `Cuda/Challenger, 1971-74 Road Runner/GTX and Charger)

MANUAL TRANSMISSION COMPONENTS

C. NEW! Speedometer Cable
When restoring your classic, why reinstall speedometer cable that's 30-plus years old, when you can install a brand-new part from Mopar? This original equipment-quality cable will provide years of trouble-free operation and is easy to install.

04897646AA Speedometer Cable (A-, B- and E-Bodies)

D. RWD Clutch Release Roller Bearing and Sleeve Assembly
This Roller Bearing and Sleeve Assembly applies to 4-speed transmissions with 10.50" clutch. Fits only 18-spline input shaft. It should be installed every time you replace your clutch.

P4529064 RWD Clutch Release Roller Bearing and Sleeve Assembly

E. 4-Speed Gasket Kit
Complete rebuild kit for A-833 manual transmission. Includes input seal, large rubber cone-style rear seal and all necessary gaskets and seals.

P4510639 4-Speed Gasket Kit (A-833)

F. 4-Speed Front Bearing Retainers
Mopar has re-released these A-833 4-Speed Front Bearing Retainers. Each package includes the retainer, retainer gasket and input shaft seal. Bearing retainers are identified by their outside diameter (OD), attaching bolt circle diameter (BC) and corresponding transmission input shaft.

P4529694 4-Speed Front Bearing Retainer — 4.35" OD, 3.70" BC, for 23-Spline Input Shaft (A-833)
P4529695 4-Speed Front Bearing Retainer — 4.80" OD, 3.70" BC, for 23-Spline Input Shaft (A-833)
P4529696 4-Speed Front Bearing Retainer — 4.80" OD, 4.16" BC, for 23-Spline Input Shaft (A-833)
P4529697 4-Speed Front Bearing Retainer — 4.80" OD, 4.16" BC, for 18-Spline Input Shaft (A-833)

G. Input Shaft Bearing Package
Original equipment Input Shaft Bearing Package for A-833 4-speed transmission includes bearing, snap ring, and gaskets.

P4529698 Input Shaft Bearing Package — 308 Bearing (A-833)

H. RWD Offset Clutch Housing Dowel Package
This package contains dowels offset by 0.007", 0.014" and 0.021" (two each).

P4120383 RWD Offset Clutch Housing Dowel Package

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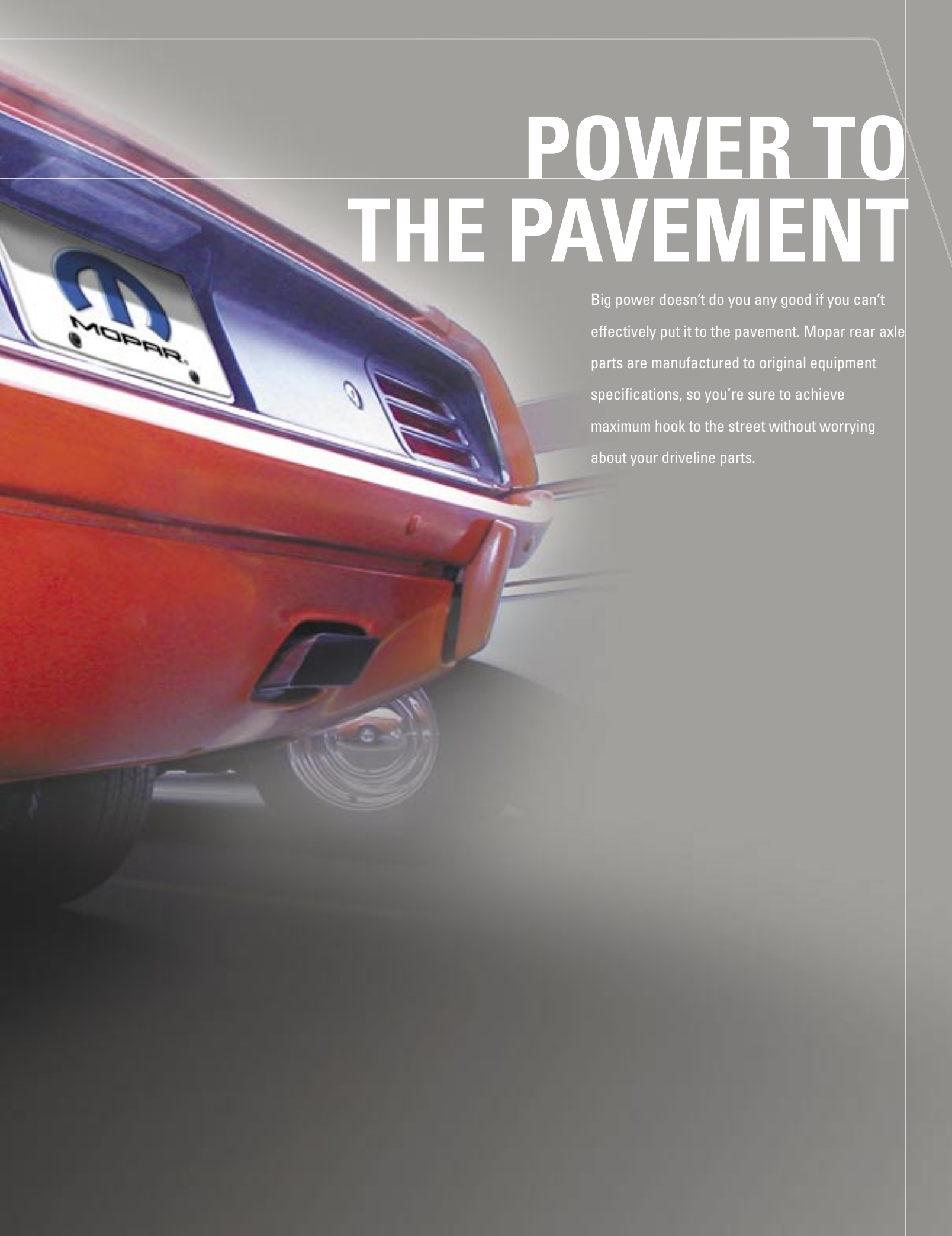
REAR AXLE



POWER TO THE PAVEMENT

Big power doesn't do you any good if you can't effectively put it to the pavement. Mopar rear axle parts are manufactured to original equipment specifications, so you're sure to achieve maximum hook to the street without worrying about your driveline parts.

UNIVERSAL JOINT AND YOKE KITS

A. Billet Yoke Kits
For use with 742 or 489 housing or Mopar aluminum housing (P4876445). Kit includes U-bolts and pinion nut.

P4510638	Axle Yoke — 10 Spline, 1.078" Bearing Cap, Aluminum Billet (8-3/4" Axles)
P4510655	Axle Yoke — 10 Spline, 1.125" Bearing Cap, Aluminum Billet (8-3/4" Axles)
P4510656	Axle Yoke — 10 Spline, 1.078" Bearing Cap, 4130 Chrome Moly Billet (8-3/4" Axles)
P4510657	Axle Yoke — 10 Spline, 1.125" Bearing Cap, 4130 Chrome Moly Billet (8-3/4" Axles)

B. Slip Yoke Kits
For use with driveshaft kits or general service.

P5007409	Slip Yoke Kit — Type 7260 U-Joint, 26 Spline, 6.80" Long (A-904)
P5007410	Slip Yoke Kit — Type 7290 U-Joint, 26 Spline, 7.30" Long (A-904)
P5007411	Slip Yoke Kit — Type 7290 U-Joint, 29 Spline, 8.00" Long (A-727)

C. Universal Joint Packages
U-joint for driveshaft use.

P3690773	Universal U-Bolt Assembly Package — 1330 Series
P5007418	Universal Joint Package — Adapts 7260 Driveshaft to 7290 Axle Yoke

D. Axle Yoke Kits
Complete driveshaft pinion yoke kits include yoke, U-joint retaining straps, strap hold-down bolts, yoke retaining washer and nut, and instructions.

P4529483AB	Axle Yoke Kit — 29 Spline, 7290 Joint (8-3/4" Axles)
P4876804	Axle Yoke Kit — 10 Spline, 7290 Joint (Dana 60 Axles)

E. U-Bolt Yoke Conversion Kit — 29 Spline
This kit converts standard strap type assembly to stronger U-bolt assembly on Dana 60 axles with type 7290 U-joints. Allows use of stock prop shaft.

P5007417AC	U-Bolt Yoke Conversion Kit — Adapts 7290 Yoke to 7260 Driveshaft, 8-3/4" Carrier

F. U-Joint and Prop Shaft Assembly Kit
For custom fabrication of prop shafts. Kit includes the following: front (7290) yoke; 3-1/4" 16 gauge tube assembly (58.20" in length); two U-Joints and balance weights (two of each: 0.26 oz., 0.36 oz., 0.50 oz., 0.75 oz., and 1.00 oz.).

P4876886	U-Joint and Prop Shaft Assembly Kit — 7290 Joint (1971–2000 8-1/4", 1962–74 8-3/4" and 1962–74 9-1/4" Axles)

Note: Does not include slip yoke.

A.

B.

C.

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E.

F.

A.

B.

C.

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E.

F.

A. U-Joint U-Bolt Service Package

Services U-Bolt Conversion Kit. Two required.

P3690774	U-Joint U-Bolt Service Package (Dana 60 Axles)

B. U-Joint Strap and Bolt Packages

This inexpensive package will help you avoid potential driveshaft failure and give you peace of mind. Use with Dana 60 Axle Yoke Kit P4876804.

P4120468	7260 U-Joint Strap and Bolt Package (8-1/4" and 8-3/4" Axles)
P4120469	7290 U-Joint Strap and Bolt Package (8-3/4" and Dana 60 Axles)

REAR AXLE COMPONENTS

C. Aluminum Carrier Housing

Designed to reduce weight and hold up under high torque. Uses 1-3/4" large stem pinion and standard components. The 8-3/4" aluminum axle housing uses "742" style large stem ring and pinions, and it fits 8-3/4" banjo housings (up to 1974). It features a weight reduction of 44% (approximately 11 lbs. to 14 lbs.), compared to production cast iron housing, and includes 6061 billet aluminum caps. It is stiffer than cast iron and decreases pinion deflection 10%. It uses "742" style bearings and shims, service parts and sure-grips.
Note: Clearance required on 3.23:1 or higher ratios. Adjuster lock bolts may need to be replaced with socket head bolts.

P4876445	Aluminum Carrier Housing (8-3/4" Axles)
P5007239	Housing Gasket (8-3/4" Axles)

D. Ring and Pinion

This high-performance rear end Ring and Pinion is manufactured with a special heat treat process. It is made with the special needs of drag race and off-road competition in mind.

*P4529272AB	Ring and Pinion — 3.90:1 Ratio, 12-Bolt Cover (9-1/4" Axles)

E. Axle Brace

Keeps axle tubes from twisting under extreme loads and provides strength and rigidness to the Chrysler 8-3/4" axles. Welding required.

P4510642	Axle Brace (8-3/4" Axles)

F. Differential Clutch Kits

Kits include O.E. clutch discs and plates to rebuild a limited slip differential.

P4529484	Differential Clutch Kit (8-3/4" Axles)
P4529485	Differential Clutch Kit (9-3/4" Axles)

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

DRIVETRAIN AND REAR AXLE COMPONENTS

A. Rear Axle Bearing Set
This Rear Axle Bearing Set was specifically designed by Mopar to eliminate the production bearing retainers and axle end play adjuster. Set contains two axle shaft bearings, two bearing retainer sleeves, two axle shaft seals and two axle flange gaskets.

P5249444 Rear Axle Bearing Set (1965 and Newer 8-3/4" and 9-3/4" Axles)

B. Crush Sleeves
Original equipment crush sleeves for setting up rear axle. Includes pinion nut washer and pinion flange nut.

P4529700 Crush Sleeve (8-1/4" Axles)
P4529702 Crush Sleeve (9-1/4" Axles)

C. Ring Gear Retaining Bolt Packages
Complete set of 12 Ring Gear Retaining Bolts with instructions.

P4529486 Ring Gear Bolt Package — Right-Hand Thread (1971 and Newer 7-1/4" and 8-3/4" Axles, 1972 and Newer 8-1/4" Axles)
P5249163 Ring Gear Bolt Package — Left-Hand Thread (Up to 1970 7-1/4" and 8-3/4" Axles, Up to 1971 8-1/4" Axles)

D. Synthetic Gear Lube
Mobil 1 Synthetic Gear Lube improves wear protection. Engineered to protect your axle in severe duty applications.

P5007326 Mobile 1 Synthetic Gear Lube — 75W-140 MS8985

DIFFERENTIAL COMPONENTS

E. Sure-Grip Differential Assemblies
Mopar supplies production replacement Sure-Grip Differential Assemblies for rear axles. These assemblies are complete for high-performance applications. Designed for gear ratios of 2.76:1 and higher.

P4529273 Sure-Grip Differential Assembly (Up to 1995 8-1/4" Axles)
P4876118 Sure-Grip Differential Assembly (8-3/4" Axles)

F. RWD Chrome Differential Covers
Impress those behind you with one of these Chrome Differential Covers. Attaching bolts not included.

P3690753 RWD Chrome Differential Cover (8-1/4" Axles)
P3690754 RWD Chrome Differential Cover (1973 and Newer 9-1/4" Axles)
P3690755 RWD Chrome Differential Cover (9-3/4" Dana 60 Axles)

G. Rear Axle Cover Chrome Attaching Bolt Sets
Complete set of Chrome Attaching Bolts for chrome rear axle covers.

P4452787 Chrome Attaching Bolts — Set of 12 (7-1/4", 8-1/4", 9-1/4" Axles)
P5249719 Chrome Attaching Bolts — Set of 9 (9-3/4" Dana Axles)

A.

B.

C.

D.

E.

F.

G.

STEERING
SUSPENSION
BRAKES

HOLD ON!

If you love to drive your classic Mopar, don't forget to upgrade and replace your steering, suspension and brake components. Parts by Mopar provide the same high quality and dependability as those originally installed at the factory. So do the right thing for your vehicle and yourself—then hold on for the ride of your life!

STEERING/SUSPENSION/ BRAKES

LEAF SPRINGS

A. XHD Leaf Springs — Original Equipment

These extra heavy-duty, original equipment leaf springs are just like the bias design production springs that were stock items on 1968–72 A-Body vehicles with 340 high-performance engines, 1967–71 B-Body vehicles with 440 or 426 manual and automatic transmissions, and 1970–74 E-Body vehicles with 440 or 426 manual or automatic transmissions. Springs will fit any A-Body (1968–72), B-Body (1966–72) or E-Body (1970–74), regardless of engine size, and come with front bushing installed in assembly. B-Body: front 22", rear 36".

Note: Lighter cars may sit higher than stock.

P4510268	XHD Leaf Spring — Right (1964–75 A-Body)
P4510269	XHD Leaf Spring — Left (1964–75 A-Body)
P4452982	XHD Leaf Spring — Right (1966–72 B-Body)
P4452983	XHD Leaf Spring — Left (1966–72 B-Body)
P4452984	XHD Leaf Spring — Right (1970–74 E-Body)
P4452985	XHD Leaf Spring — Left (1970–74 E-Body)

A.

LEAF SPRING ATTACHMENT HARDWARE

B. Solid Leaf Spring Front Eye Bushings

Improves spring reaction by cutting down on rubber deflection. Steel sleeve allows free movement of aluminum bushing. Designed for use with competition leaf springs (Super Stock). Contains two.

P4510644	Solid Leaf Spring Front Eye Bushing — 1-1/2" Dia., 2.00" Length (A-, B- and E-Bodies)

B.

C. Rear Spring Shackle Bushings

Intended for A-, B- or E-Body vehicles, these bushings are available as either high-performance polyurethane for improved vehicle handling, or as original equipment, heavy-duty rubber for restoration projects. Sold in sets of eight bushings.

P4510643	Polyurethane Rear Spring Shackle Bushings (A-Body)
P4452986	O.E. Rubber Rear Spring Shackle Bushings — 7/8" (A-Body)
P4452987	O.E. Rubber Rear Spring Shackle Bushings — 1" (B-Body, E-Body, Super Stock Springs)

C.

D. Rear Spring Mounting Seats

Use for leaf spring suspension installation. Seats work with all leaf springs and all 3" diameter tube rear axles (8-1/4", 8-3/4", 9-1/4", 9-3/4"). Sold individually.

P4120074	Rear Spring Mounting Seats
P5007857	Rear Spring Mounting Seats — for Super Stock Springs

D.

E. Rear Spring Shock Mounting Plates

These Rear Spring Shock Mounting Plates are designed for A-, B- and E-Body cars. They provide lower shock pivot and support for the U-bolts that hold the rear spring to the axle. Sold individually.

P4876518	Rear Spring Shock Mounting Plates — Right (A-, B- and E-Bodies)
P4876519	Rear Spring Shock Mounting Plates — Left (A-, B- and E-Bodies)

E.

A.

B.

C.

D.

TORSION BAR SETS

Part Number	Diameter	Body	Application
P5249148	0.810" Diameter	A-body	Drag Racing
P5249149	0.870" Diameter	A-body	Restoration for 340 Cars, Improved Slant 6, 273 and 318 Handling
P5249150	0.890" Diameter	A-body	Restoration for 383 Cars, Improved Small Block Handling
P5249151	0.920" Diameter	A-body	Performance Handling, Solo Racing
P5249157	0.920" Diameter	B- and E-body	Restoration for 440 and Hemi® Cars, Improved Small Block Handling
P5249158	0.960" Diameter	B- and E-body	Improved Big Block and Hemi Handling
P5249162	1.220" Diameter	B- and E-body	1/4 Or 1/2 Mile Banked Circle Track Racing

A. Spring U-Bolt and Nut Packages

U-bolt replacement for car springs. Package includes four spring/axle U-bolts and eight nuts.

P5249709	Spring U-Bolt and Nut Package — 7" (8-3/4" and Dana 60 Axles)
P4120611	Spring U-Bolt and Nut Package — 8"
P4120612	Spring U-Bolt and Nut Package — 9"

B. Straight Rear Shackle Packages

Packages include bushings, side plates and nuts. Can be used for general service and special applications.

P5249716	Straight Rear Shackle Bushing — One Shackle Only (B-Body)
P5249715	Straight Rear Shackle Bushing — One Shackle Only (A-Body)

TORSION BARS AND HARDWARE

C. Torsion Bar Sets

Mopar offers torsion bars in a variety of diameters for restoration, performance and racing, for A-, B- and E-Body cars to improve the suspension performance and cornering ability or weight transfer. The A-Body bars are 35.70" long; the B- and E-Body bars are 41" long. These sets bolt right into stock locations without modifications (sold as sets of 2).

P5249148	Torsion Bar Set — 0.810" Diameter (A-Body)
P5249149	Torsion Bar Set — 0.870" Diameter (A-Body)
P5249150	Torsion Bar Set — 0.890" Diameter (A-Body)
P5249151	Torsion Bar Set — 0.920" Diameter (A-Body)
P5249157	Torsion Bar Set — 0.920" Diameter (B- and E-Bodies)
P5249158	Torsion Bar Set — 0.960" Diameter (B- and E-Bodies)
P5249162	Torsion Bar Set — 1.220" Diameter (B- and E-Bodies)

D. Torsion Bar Lock and Seal

P5249609	Torsion Bar Lock and Seal (A-, B- and E-Bodies)
P4876097	Torsion Bar Lock Clip (A-, B- and E-Bodies)

FRONT SUSPENSION BALL JOINT AND HARDWARE

A. Front End Seal Packages

Contains seals for tie rod ends, pitman arm, upper and lower ball joints, and idler arm.

P5249226	Front End Seal Package (1968–76 A- and E-Bodies)
P5249229	Front End Seal Package (1968–72 B-Body)

B. RWD Front Strut Bushing Packages

Minimize fore and aft movement during braking and hard acceleration with these bushings made of special high-durometer material.

P4529183	RWD Front Strut Bushing Package (1967–76 A-Body)
P4529184	RWD Front Strut Bushing Package (B- and E-Bodies)

MANUAL STEERING HARDWARE

C. Power-to-Manual Steering Adapter

This adapter allows you to convert vehicles equipped with power steering to a manual steering box.

P4510637	Power-to-Manual Steering Adapter (A-, B- and E-Bodies)

D. Manual Steering Gear Worm and Ball Nut Package

Replace your 26:1 manual steering production gear ratio set with this improved 20:1 ratio package.

P4007612	Manual Steering Gear Worm and Ball Nut Package (1963–85 Passenger Cars)

SHOCKS AND STRUTS

E. Urethane Suspension Bushings

Tough, durable polyurethane gives these bushings higher durometers than production rubber units. Recommended for circle track, solo and road racing applications. They can also be used in drag racing where they apply.

P4876196	Control Arm Bushing Kit — Front (1962–76 A-Body)
P4876197	Front Eye Leaf Spring Bushing Kit — Standard, Rear (A-, B- and E-Bodies)
P5007088	Leaf Spring Bushing Kit — Rear (1965–72 426/440 B-Body)
P5007087	Leaf Spring Bushing Kit — Rear (1965–72 B-Body except 426/440)
P4876206	Transmission Mounts (1967–83 A-, B-, C-, E-, F- and M-Bodies)

F. Replacement End-Link Bushings

These hard urethane bushings can be used to replace stock bushings, or use with Mopar performance sway bars. Extra hard for positive stiffness and longer wearability. Sold in sets of eight.

P4349116	Replacement End-Link Bushings

A.

B.

C.

D.

E.

F.

LEAF SPRING BUSHING KITS

Part Number	Main Eye/ Shackle End	Spring ID	Bolt/Sleeve OD	Spring Width	Frame Bracket Width
P4876197	Main Eye	1.50"	1/2" Bolt	2.50"	3.00"
	Shackle End	7/8"	1/2" Bolt	2.50"	3.00"
P5007087	Main Eye	1.96"	5/8" Bolt	2.50"	3.125"
	Shackle End	1.00"	9/16" Bolt	2.50"	3.00"
P5007088	Main Eye	1.50"	5/8" Bolt	2.50"	3.125"
	Shackle End	1.00"	9/16" Bolt	2.50"	3.00"

MASTER CYLINDER COMPONENTS

A.

A. Master Cylinder Heat Shield

This stainless steel Master Cylinder Heat Shield prevents heat from the exhaust header or exhaust manifolds from boiling and degrading the brake fluid. Perfect for Big Block A-Body conversions.

P4510634 Master Cylinder Heat Shield (Big Block A-Body)

B.

B. Master Cylinder Adapter

Converts the four-hole mount in your firewall to a two-hole mount. For use with Mopar Master Cylinder Assemblies P5249270 and P5249271, and Brake Cylinder Pushrod Package P5249316AB.

P5249315 Master Cylinder Adapter

C.

C. Offset Master Cylinder Adapter

This Offset Master Cylinder Adapter moves the master cylinder away from engine, for added clearance with Hemi or 440 engine valve covers. Designed specifically for 1968 Hemi A-Body cars.

P5249717 Offset Master Cylinder Adapter (1969 Hemi A-Body)

BRAKE PUSHRODS

A. Adjustable Brake Pushrod
For use with lightweight Master Cylinders P5249270 and P5249271.

P4510640 Adjustable Brake Pushrod

B. Brake Cylinder Pushrod Package
Package contains pushrod assembly, bolt, nut, washer, adhesive, roll pin, and instruction sheet. For use with Mopar Master Cylinder Assemblies P5249270 and P5249271, and Master Cylinder Adapter P5249315.

P5249316AB Brake Cylinder Pushrod Package

BRAKE PROPORTIONING VALVE

C. Lightweight Brake Proportioning Valve
Made from lightweight billet aluminum, this valve is compact for all applications. Perfect for all hydraulic brake applications and easy to adjust with the turn of a knob. For diagonally split brakes, install one valve in each rear brake line (do not change brake system to front-to-rear split).

P5249088 Lightweight Brake Proportioning Valve

A.

B.

C.

BODY AND WHEELS

BODY & WHEELS

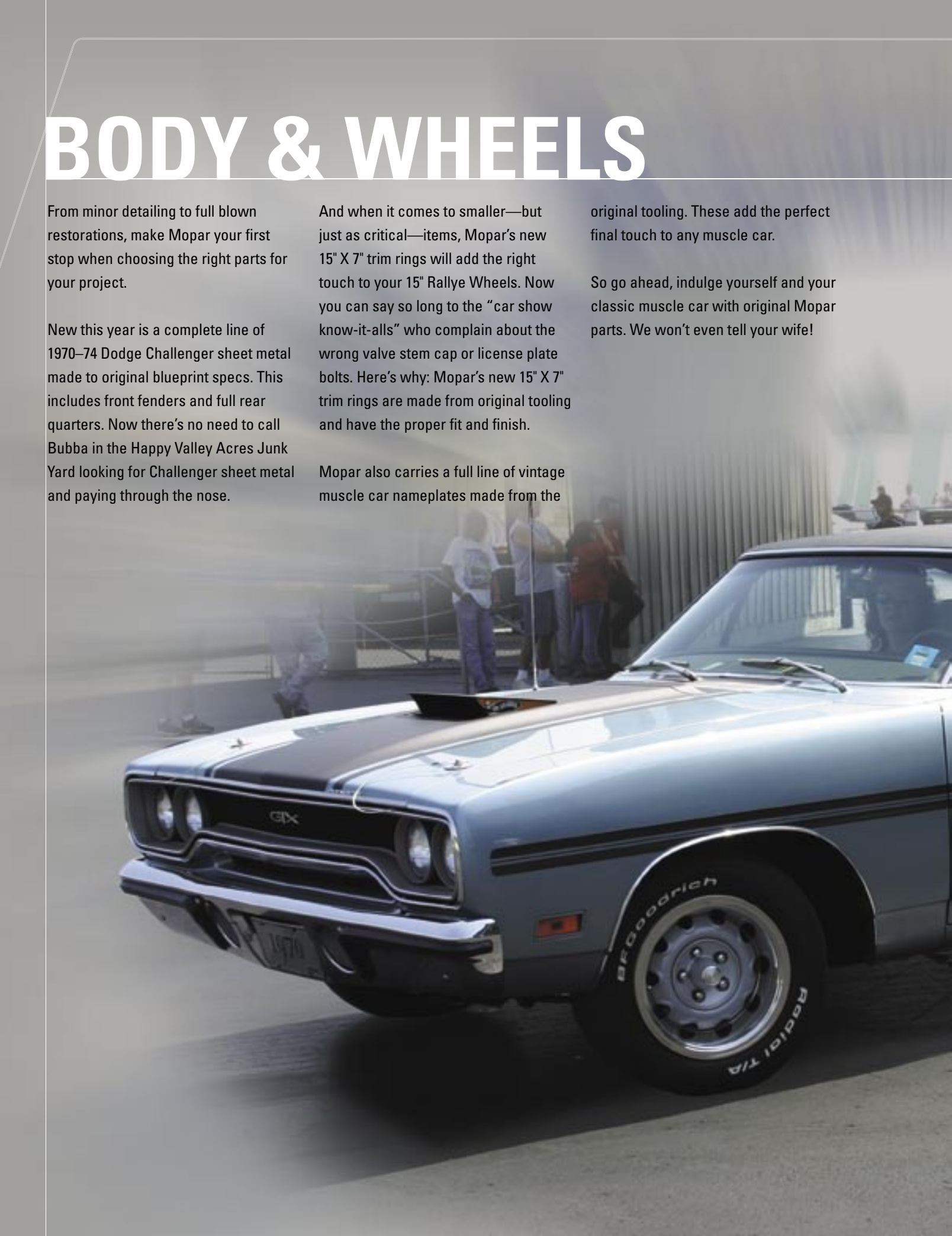
From minor detailing to full blown restorations, make Mopar your first stop when choosing the right parts for your project.

New this year is a complete line of 1970–74 Dodge Challenger sheet metal made to original blueprint specs. This includes front fenders and full rear quarters. Now there's no need to call Bubba in the Happy Valley Acres Junk Yard looking for Challenger sheet metal and paying through the nose.

And when it comes to smaller—but just as critical—items, Mopar's new 15" X 7" trim rings will add the right touch to your 15" Rallye Wheels. Now you can say so long to the "car show know-it-alls" who complain about the wrong valve stem cap or license plate bolts. Here's why: Mopar's new 15" X 7" trim rings are made from original tooling and have the proper fit and finish.

Mopar also carries a full line of vintage muscle car nameplates made from the original tooling. These add the perfect final touch to any muscle car.

So go ahead, indulge yourself and your classic muscle car with original Mopar parts. We won't even tell your wife!



GTX

BODY AND WHEELS — EXTERIOR BODY COMPONENTS

A. NEW! Hood

This high-quality steel hood is an exact reproduction that will make your Challenger look like it just came from the factory. Forget welding, grinding, filling, sanding—who needs it? But if you want to brag about the long hours you spent to make it look perfect, go right ahead—we won't tell!

P5153393 Rallye Hood — Dual Scoop Type (1970–74 Challenger R/T and Rallye)

A.

B. NEW! "Challenger R/T" Hood Scoop Insert Set — Left/Right-Hand

Don't install faded, cracked or damaged inserts on your brand-new Rallye-style hood. These exact replicas are the perfect complement to your muscle car. Sold in sets (one left-hand and one right-hand).

P5153394 "Challenger R/T" Hood Scoop Ornament Set — Left/Right-Hand (1970–74 Challenger R/T and Rallye)

B.

C. NEW! Quarter Panel

Get it right the first time. Mopar's new steel replacement quarter panels are manufactured to O.E. specs, and are exact reproductions. Installation requires welding.

P5153395 Quarter Panel — Left-Hand (1970–71 Challenger)
P5153396 Quarter Panel — Right-Hand (1970–71 Challenger)
P5153397 Quarter Panel — Left-Hand (1972–74 Challenger)
P5153398 Quarter Panel — Right-Hand (1972–74 Challenger)

C.

D. NEW! Outer Wheelhouse

If a quarter panel needs replacement, it's a good bet the outer wheelhouse does too. These steel reproduction units install easily requiring only minor welding, and add a finishing touch to any restoration. Sold individually.

P5153423 Outer Wheelhouse — Left-Hand (1970–74 Barracuda)
P5153424 Outer Wheelhouse — Right-Hand (1970–74 Barracuda)
P5153433 Outer Wheelhouse — Left-Hand (1968–70 B-Body Models — Road Runner/GTX)
P5153434 Outer Wheelhouse — Right-Hand (1968–70 B-Body Models — Road Runner/GTX)
P5153399 Outer Wheelhouse — Left-Hand (1970–74 Challenger)
P5153400 Outer Wheelhouse — Right-Hand (1970–74 Challenger)
P5153403 Outer Wheelhouse — Left-Hand (1968–70 Coronet and Charger)
P5153404 Outer Wheelhouse — Right-Hand (1968–70 Coronet and Charger)

D.

A.

A. NEW! Rocker Sill Plate

Unless your classic has been hermetically sealed since it was new, your rocker sill plates are probably heavily scratched and/or damaged. These quality pieces are precise reproductions that will help make your ride look factory fresh.

P2879600	Rocker Sill Plate (1970–74 Challenger and Barracuda)
P3416002	Rocker Sill Plate (1971–74 B-Body 2-Door)

B.

B. NEW! Front Valence

Don't let a badly dented or damaged front valance panel ruin the look of your classic. Replace it with this high-quality steel reproduction unit. Fits perfectly, with no modifications necessary.

P5153388	Front Valence (1970–71 Challenger)
P5153407	Front Valance (1968–69 Charger)
P5153415	Front Valance (1970 and 1972–74 Barracuda)

C.

C. NEW! Front Fender

Why spend a lot of time and money bringing old fenders back to life when you can purchase these competitively priced brand-new parts? These all-steel fenders are manufactured to original equipment specifications and fit perfectly with no drilling or modifications required. Includes all factory bracing and headlight buckets.

P5153389	Left Front Fender (1970–71 Challenger)
P5153390	Right Front Fender (1970–71 Challenger)
P5153391	Left Front Fender (1972–74 Challenger)
P5153392	Right Front Fender (1972–74 Challenger)

D.

D. NEW! Front Bumper

There is no way you can fully restore a front bumper for less than the cost of this brand-new unit. This brilliant chrome bumper bolts right on, and even includes new chrome bumperettes. Your Charger never had it so good.

P5153405	Front Bumper — Chrome with Bumperettes (1968–69 Charger)

E.

E. NEW! Front Bumperettes

Your bumperettes have done their job—they've protected your Charger's bumper from life's little dings and scratches. But now they don't look so good. No problem! These brand-new chrome replacement units will make your bumper look like new again. Sold in pairs.

P5153406	Front Bumperettes — Chrome (1968–69 Charger)

BODY & WHEELS

A. Hood Pin and Cable Kit
Kit includes a pair of hood pins and complete attachment hardware. Exposed hardware is chrome-plated.

P4529405 Hood Pin and Cable Kit

B. NEW! Lower Front Grille
If the lower front grille on your muscle car is badly scratched, distorted or cracked, replace it with this brand-new piece from Mopar. This high-quality reproduction fits perfectly and includes the turn signal light casings. It is durable, paintable, and sells for a price that can't be beat.

03672933 Lower Front Grille (1972–74 'Cuda)

C. NEW! Rear Valance
Over time, the rear valance panel is exposed to a lot of abuse. Mud, rocks, parking curbs—you name it. If yours is less than perfect, replace it with this high-quality steel reproduction. Installs with minimal modifications and will look great for years to come.

P5153401 Rear Valance without Dual Exhaust Cutouts (1970–74 Challenger)
P5153402 Rear Valance with Dual Exhaust Cutouts (1970–74 Challenger)
P5153412 Rear Valance (1968 Charger)
P5153413 Rear Valance (1969–70 Charger)
P5153425 Rear Valance without Exhaust Cutouts (1970–74 Barracuda)
P5153426 Rear Valance with Exhaust Cutouts (1970–74 Barracuda)

D. NEW! Rear Bumper
Restoring bumpers is expensive, and trying to find one in mint condition is almost impossible. Mopar now offers these premium chrome bumpers at a cost that just can't be beat. No modifications necessary. They bolt right up using production brackets and mounting points.

P5153411 Rear Bumper — Chrome with Guards (1968–70 Charger)
P5153435 Chrome Rear Bumper (1968 B-Body — Road Runner and GTX)
P5153436 Chrome Rear Bumper (1969 B-Body — Road Runner and GTX)

E. NEW! Rear Bumperettes
Your rear bumper is in good shape, but the bumperettes aren't looking so good. Not to worry! Mopar now sells these high-quality chrome replacement pieces so your bumper looks like new again. Sold in pairs.

P5153414 Rear Bumperettes — Chrome (1968–70 Charger)

F. NEW! Chrome Remote Mirror with Hardware — Left-Hand
Forget about paying an inflated price at a swap meet for a chrome mirror that's scratched or pitted. This brand-new reproduction not only looks great and fits perfectly, but it also includes new hardware.

03695508 Chrome Remote Mirror with Hardware — Left-Hand (1966–70 B-Body and 1968–76 A-Body)

A.

B.

C.

D.

E.

F.

A.

B.

C.

D.

E.

F.

A. Challenger/'Cuda Door Handles

P3760214	Door Handle — Right (Challenger and `Cuda)
P3760215	Door Handle — Left (Challenger and `Cuda)

B. "A/B" Body Door Handles

03454390	Door Handle, 1968–70 B-Body, 1968–75 A-Body, Right Side
03454391	Door Handle, 1968–70 B-Body, 1968–75 A-Body, Left Side

C. NEW! Park Lamp/Marker Lenses

Why spend hours scouring swap meets hoping to find a decent parking or marker lens, when you can buy a brand-new piece for less? These lenses offer a perfect fit and add sparkle to your classic. Right and left sides are interchangeable. Sold individually.

P5153408	Park Lamp Lens — Left-Hand (1968–69 Charger)
P5153410	Park Lamp Lens — Right-Hand (1968–69 Charger)
P5153575	Park Lamp Lens — Right-Hand (1968–69 Plymouth B-Body)
03587436	Marker Lens — Front Side Amber (1972–75 B-Body, 1972–74 E-Body, 1972–76 A-Body, 1976–80 F-Body)
03587440	Marker Lens — Rear Side Red (1972–75 B-Body, 1972–74 E-Body, 1972–76 A-Body, 1976–80 F-Body)
P5153386	Marker Lens — Rear Side, Red (1969 Super Bee, Coronet R/T, Charger R/T, Road Runner and GTX)
P5153409	Park Lamp Lens — Left/Right Hand with Gaskets (1968–69 Charger)
P5153428	Park Lamp Lens — Left/Right Hand with Gaskets (1968–69 Road Runner and GTX)
P5153384	Marker Lens — Front Side, Amber (1969 Super Bee, Coronet R/T, Charger R/T, Road Runner and GTX)
P5153387	Front and Rear Kit — Reflector/Side Marker (1969 Super Bee, Coronet R/T, Charger R/T, Road Runner and GTX)

D. NEW! Grille and Headlamp Bezel Package

Now you can replace the grille and headlight bezels for your classic '69 Road Runner without having to break the bank. This complete package will make your ride stand apart from the crowd. High-quality reproduction pieces are made to original equipment specifications.

P5153416	Grille and Headlamp Bezel Package (1969 Road Runner)

E. NEW! Headlamp Bezel Set

Headlight bezels need replacing but you don't have time to search for individual matching pieces? No problem! Mopar offers this high-quality reproduction set for all you '69 Road Runner owners who demand the very best. No modifications necessary.

P5153417	Headlamp Bezel Set (1969 Road Runner)

F. NEW! Grille

Who offers brand-new grilles manufactured to original equipment specifications? Mopar, of course! Add this beautiful reproduction to your ride and be the envy of all. No modifications necessary.

P5153427	Grille (1969 Road Runner)

WHEEL COMPONENTS

A. NEW! Chrome Lug Nut

These O.E. high-quality chrome lug nuts are designed for use with all Road and Rallye wheel applications, along with the 1969-1/2 6BBL Road Runner and Six Pack Super Bee vehicles. Left and right hand thread. Sold individually.

02823848	Chrome Lug Nut (Right-Hand Thread)
02823849	Chrome Lug Nut (Left-Hand Thread)

A.

B. Trim Rings

These 14" and 15" Trim Rings for Rallye, Road and Steel wheels are available in either a chrome or brushed finish. They are made from the original tooling and have the correct retaining ring for a proper fit.

P2944424	14" Rallye/Road Wheel Trim Ring — Brushed Finish
P3461043	Chrome Trim Ring — 15" (15" x 7" Rims)
P3461222	Brushed Trim Ring — 15" (15" x 7" Rims)

B.

C. Rallye and Road Wheel Center Caps

Rallye and Road Wheel Center Caps are made from original tooling with correct astrotone finish.

P4510579	Rallye Wheel Center Cap — 4.500" Bolt Circle, Light Argent Finish (All 1970 Applications)
P3461066	Rallye Wheel Center Cap — 4.500" Bolt Circle, Dark Argent Finish (All 1971 Applications)
P3461458	Rallye Wheel Center Cap — 4.500" Bolt Circle (All 1972–75 Applications)
P3580466	Road Wheel Center Dome (All 1966–78 Applications)

C.

Wheel Paint (Not Shown)

Polyurethane formulated Argent Silver paint gives that factory look to wheels, grilles and light bezels, or anywhere Argent paint was used.

P4529876	Argent Wheel Paint

D. RWD Wheel Stud Sets

Studs for RWD cars are heavy-duty and extra long to allow use of wheel spacers. Set contains 10 studs.

P4120610	RWD Wheel Stud Set — 1/2" Diameter, Disc Brakes (A-, B- and E-Body)
P4120625	RWD Wheel Stud Set — 1/2" Diameter, Drum Brakes (A-, B- and E-Body)

D.

NAMEPLATES AND EMBLEMS

Mopar nameplates are exact, high-quality reproductions. They are manufactured using the same materials and attention to detail as the originals. Don't put up with damaged, pitted or scratched nameplates anymore — replace them with these eye-catching works of art.

A.

B.

C.

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F.

G.

H.

A. NEW! "340" Nameplate

Complete your classic small block-powered restoration with this faithfully reproduced nameplate. Adds the perfect finishing touch.

P3612874 "340" Nameplate (1970 Swinger, 1972 Demon, 1973 Dart Sport)

B. "340 Four-Barrel" Nameplate Emblem

P3443247 "340 Four-Barrel" Nameplate Emblem — Hood (1970–73 Challenger with Rallye Hood)

C. "340 Magnum" Nameplate Emblem

P3573632 "340 Magnum" Nameplate Emblem — Hood (1971 Charger Super Bee, 1972–73 Charger Rallye with Power Bulge Hood)

D. "360 Four-Barrel" Nameplate Emblem

P3691468 "360 Four-Barrel" Nameplate Emblem — Hood (1971 Charger Super Bee, 1974 Challenger with Rallye Hood)

E. "383 Magnum" Nameplate Emblems

P2998801 "383 Magnum" Nameplate Emblem — Hood (1970–71 Challenger with Rallye Hood)

P3443627 "383 Magnum" Nameplate Emblem — Hood (1971 Charger Super Bee with Power Bulge Hood)

F. "400 Magnum" Nameplate Emblem

P3574059 "400 Magnum" Nameplate Emblem — Hood (1972–74 Charger Rallye with Power Bulge Hood)

G. "426 Hemi" Nameplate Emblem

P2998800 "426 Hemi" Nameplate Emblem — Hood (1970–71 Challenger with Rallye Hood, 1971 Charger with Power Bulge Hood)

H. "440" Nameplate Emblem

P3613278 "440" Nameplate Emblem — Hood (1969 GTX, 1969–70 Coronet R/T, Super Bee with Ramcharger Hood, 1970 Sport Fury)

A. "440 Magnum" Nameplate Emblems

P2998802 "440 Magnum" Nameplate Emblem — Hood (1970 Challenger with Rallye Hood) Fender (1972 Charger, Charger SE)
P3443516 "440 Magnum" Nameplate Emblem — Hood (1971–74 Charger with Power Bulge Hood)

H. NEW! "440+6" Hood Decal

Replace damaged or badly faded hood scoop decals for your favorite Big Block with these exact reproductions. Sold as a pair.

P2998896 "440+6" Hood Decal (1970 Road Runner and GTX 440 Six Barrel; Sold as a pair)

C. NEW! "440 6BBL" Hood Decal

You've sweated over every detail. Now it's time to finish off your restoration with these exact reproduction hood decals. Sold as a pair.

P3412427 "440 6BBL" Hood Decal (1969-1/2 Road Runner 440 Six Barrel "Lift-Off Hood" Applications)

D. NEW! "SIX PACK" Hood Decal

Proudly proclaim to the world what you've got under the hood. Exact reproduction of original. Sold as a pair.

P3412423 "SIX PACK" Hood Decal (1969-1/2 Super Bee 440 Six Pack "Lift-off Hood")

E. "440 Six Pack" Nameplate Emblems

P2998804 "440 Six Pack" Nameplate Emblem (1970–71 Challenger Rallye, 1971 Charger Power Bulge)
P3462491 "440 Six Pack" Nameplate Emblem — Right (1970–71 Challenger with Shaker Hood)
P3462492 "440 Six Pack" Nameplate Emblem — Left (1970–71 Challenger with Shaker Hood)

F. "Challenger" Nameplate Emblem

P3444938 "Challenger" Nameplate Emblem (1970–74 Challenger)

G. "Charger" Nameplate Emblems

P3504807 "Charger" Nameplate Emblem — Fender (1971–74 Charger)
P2841886 "Charger" Nameplate Emblem (1966–74 Charger)

A.

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E.

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*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

A.

B.

C.

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E.

F.

G.

*Not legal for sale on pollution-controlled vehicles or vehicles registered for highway use.

A. "'Cuda 340" Nameplate Emblem

P3443159 "'Cuda 340" Nameplate Emblem — Hood (1970–73 'Cuda with Shaker or Sport Hood)

B. "'Cuda 383" Nameplate Emblem

P2998796 "'Cuda 383" Nameplate Emblem — Hood (1970–71 'Cuda with Shaker or Sport Hood)

C. "'Cuda 440-6" Nameplate Emblem

P2998798 "'Cuda 440-6" Nameplate Emblem — Hood (1970–71 'Cuda with Shaker or Sport Hood)

D. "Dart" Nameplate Emblem

P3505419 "Dart" Nameplate Emblem (1970–75 Dart)

E. "D" "O" "G" "E" Emblems

P2579655 "D" Emblem (1966–74 Dodge Vehicles)
P2579656 "O" Emblem (1966–74 Dodge Vehicles)
P2579657 "G" Emblem (1966–74 Dodge Vehicles)
P2579658 "E" Emblem (1966–74 Dodge Vehicles)

F. "Duster" Nameplate Emblem"

P3680304 "Duster" Nameplate Emblem (1972–75 Duster)

G. NEW! "GTX" Nameplate

P3680160 "GTX" Nameplate
P3504289 "GTX" Nameplate Emblem — Quarter Panel (1969–71 GTX)
P2785518 "GTX" Nameplate Emblem — Front Fender (1967 GTX) and Deck Lid (1972–74 440 GTX Road Runner)

A. "Magnum" Nameplate Emblem

P3691667 "Magnum" Nameplate Emblem — Hood (1972–74 Charger Rallye with Power Bulge Hood)

B. "Plymouth" Nameplate Emblems

P2785791 "Plymouth" Nameplate Emblem (1970–72 Duster Hood, 1968–69 Road Runner and GTX Hood)
P2998042 "Plymouth" Nameplate Emblem (1970 Road Runner, GTX Hood and 1971 Barracuda Hood)
P3444927 "Plymouth" Deck Lid and Hood Nameplate — 1970–72 Road Runner, GTX, Barracuda and Duster

C. NEW! Road Runner Decals

Mopar offers several Road Runner decals for doors and decklids, to perfectly match the style you need. If your decals are damaged or badly faded, replace them with these brand-new pieces. Beep-Beep!

03672656 Road Runner Decal — Round Style, Standing in Circle (1971–74 Road Runner)
P2842756 Road Runner Decal (1968 Road Runner; Deck Lid)
P2842757 Road Runner Decal (1968 Road Runner; Left Door)
P2842758 Road Runner Decal (1968 Road Runner; Right Door)
P2842873 Road Runner Decal (1968 Road Runner; Deck Lid with Finish Panel)
P2964116 Road Runner Decal — Standing Style Road Runner with Helmet (1969–70 Road Runner; Rear Deck Lid)
P3672656 Road Runner Decal — Standing Style Road Runner with Helmet Inside Circle (1971–75 Rear Deck Lid)
P4022410 Road Runner Decal — Left
P4022411 Road Runner Decal — Right

D. "Road Runner" Nameplate Emblems

P3505490 "Road" Nameplate Emblem (1969–75 Road Runner)
P3505491 "Runner" Nameplate Emblem (1969–75 Road Runner)

E. "R/T" Nameplate Emblems

P3445223 "R/T" Nameplate Emblem — Decklid and Front Fender (1970 Challenger R/T)
P2901812 "R/T" Nameplate Emblem — Quarter Panel (1969 Charger R/T and Coronet R/T)
P2786711 "R/T" Nameplate Emblem — Grille (1968 Coronet R/T)
P2785579 "R/T" Nameplate Emblem — Front Fender (1968 Coronet R/T)
P2998547 "R/T" Nameplate Emblem — Grille (1970–71 E-Body)
P2898886 "R/T" Nameplate Emblem — Grille (1969 Coronet R/T)

F. "Special Edition" Nameplate Emblem

P2782966 "Special Edition" Nameplate Emblem (1966–70 Charger and Coronet)

A.

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A.

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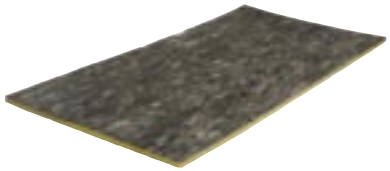


F.

A. Super Bee Emblems

P2998065	Super Bee Emblem — Hood (1970 Super Bee)
P2949303	Super Bee Emblem — Grille (1969 Super Bee)
P2964635	Super Bee Emblem — Deck Lid (1969 Super Bee)

B. "Super Bee" Nameplate Emblem

P2998749	"Super Bee" Nameplate Emblem — Hood (1970 Super Bee with Power Bulge Hood)

C. "Swinger" Nameplate Emblem

P3446861	"Swinger" Nameplate Emblem — Quarter Panel and Decklid (1970–75 Swinger)

UNDERHOOD

D. NEW! Windshield Washer Reservoir

When judges look under the hood, a sparkling clean windshield washer reservoir really stands out. If yours is yellow, cracked, or just plain looks bad, don't clean it. Instead, replace it with a brand-new one from Mopar. Exact reproduction; uses production hardware.

02889803	Windshield Washer Reservoir (1967–70 B-Body)
02983067	Windshield Washer Reservoir (1970–75 A-Body, Duster, Dart, Demon, Swinger, Valiant)
03431074	Windshield Washer Reservoir (1970–71 E-Body, 1971 B-Body)
03431154	Windshield Washer Reservoir (1970–73 C-Body)
03431590	Windshield Washer Reservoir (1972–74 B- and E-Body)

E. NEW! Shaker Hood Seal

A whole lotta shakin' means a lot of wear and tear to your hood seal. If your Shaker hood seal hasn't been replaced within the last ten years, odds are you're overdue. This reproduction offers a perfect fit and the same high-quality as original.

03418658	Shaker Hood Seal (1970–71 'Cuda and Challenger Shaker Hood)

F. NEW! Universal Underhood Pad

This cut-to-fit universal pad helps to dress up your underhood appearance and protect the paint on your hood from engine heat damage. For all body styles.

04049601	Universal Underhood Pad (Cut-to-Fit)

BODY AND WHEELS — INTERIOR

A. NEW! Steering Wheel

If your steering wheel is cracked, faded or badly damaged, replace it with this high-quality reproduction. Helps your interior look like new.

P5153385 Steering Wheel — Black (1968–69 Barracuda, Charger, Coronet, Dart, Road Runner and GTX)

B. NEW! Rubber Floor Mats

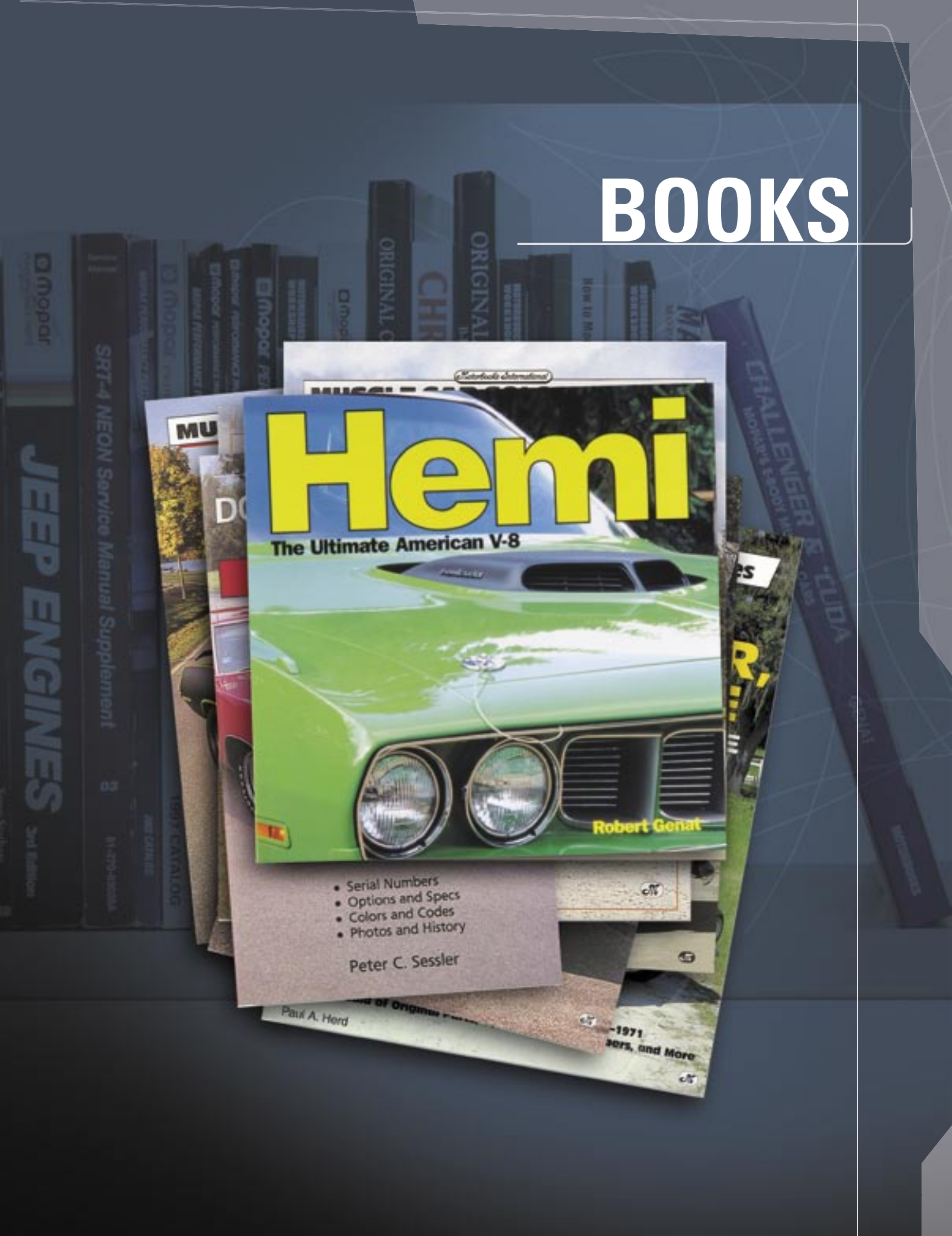
These high-quality rubber floor mats are an exact reproduction of the factory units. Manufactured with the vintage Mopar logo, they add an authentic look to any classic Mopar.

P5153381 Rubber Floor Mats — Black with Mopar Logo
P5153382 Rubber Floor Mats — Medium Blue with Mopar Logo
P5153383 Rubber Floor Mats — Green with Mopar Logo

A.

B.

BOOKS


Hemi
The Ultimate American V-8
Robert Genat
• Serial Numbers
• Options and Specs
• Colors and Codes
• Photos and History
Peter C. Sessler
Paul A. Herd
JEEP ENGINES
SRT-4 NEON Service Manual Supplement
CHALLENGER E-CUDA

BOOKS

A. Mopar Crate Motor Installation Manual
This book is for anyone wanting to install a Mopar crate engine or short block assembly into their street rod/street machine, muscle car, race car, truck, etc. Information includes custom installation and setup information for Magnum, Big Block Wedge, and Hemi crate engines, as well as our Pre-Magnum and Magnum Short Block engine assemblies. Additional information on safety modifications and crate engine functionality is also included, along with a detailed 426 Hemi crate engine Dakota case study. Hundreds of photos and illustrations. All the information you need to do the project right, straight from the source (248 pages).

P5007521 Mopar Crate Motor Installation Manual

B. Mopar Small Block "A" Engines
This book from Mopar contains Small Block engine speed secrets and performance modifications, highlighted by hundreds of photos, illustrations, tables and charts. Covers 273-318 and 340-360 "A" engines and Old Style 277-301-318 "A" engines. Also includes information on blueprinting, carburetion, ignition systems, oval track and drag racing package recommendations and more! The most comprehensive book ever published on Mopar Small Block engines. A must for every Small Block owner/racer (400 pages).

P4876826 Mopar Small Block "A" Engines

C. Hemi® (Muscle Car Color History Series)
By Anthony Young. History of the Hemi V8 engine and Hemi-powered cars. Copyright 1991 Motorbooks International (128 pages).

P5249646AB Hemi (Muscle Car Color History Series)

D. Barracuda & Challenger (Muscle Car Color History Series)
By Paul Zazarine. Color history of the great Plymouth and Dodge E-Body muscle cars of 1964–74. Copyright 1991 by Motorbooks International (128 pages).

P5249647AB Barracuda & Challenger (Muscle Car Color History Series)

E. Charger, Road Runner & Super Bee (Muscle Car Color History Series)
By Paul A. Herd and Mike Mueller. Color history of all the great Dodge and Plymouth B-Body muscle cars. Copyright 1994 by Motorbooks International (128 pages).

P5249648AB Charger, Road Runner & Super Bee (Muscle Car Color History Series)

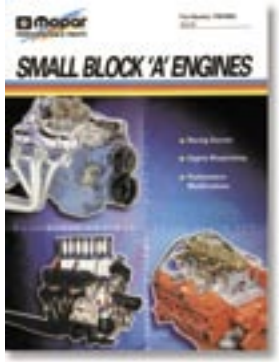
F. Charger, Road Runner & Super Bee Restoration Guide
By Paul A. Herd. If you're restoring a classic Chrysler B-Body vehicle, you need this restoration guide in your shop. With more than 300 pages, this impressive book features a guide to authenticity for all 1968–71 B-Bodies, an encyclopedia of original parts, options, serial numbers and much more. It's everything you need for a professional restoration job. Copyright 1994 by Motorbooks International (320 pages).

P5249656AB Charger, Road Runner & Super Bee Restoration Guide

G. Chrysler, Dodge & Plymouth Muscle
By Anthony Young. The exciting history of Dodge, Plymouth and Chrysler muscle cars presented in full color. Copyright 1999 by Motorbooks International (192 pages).

P5007517AB Chrysler, Dodge & Plymouth Muscle

A.



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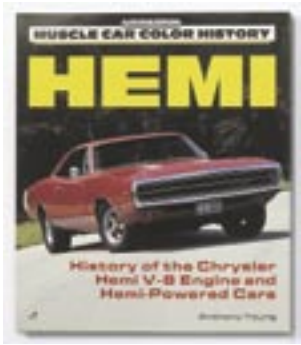

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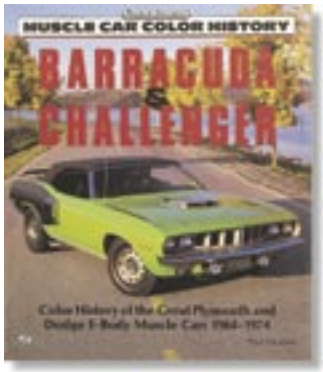

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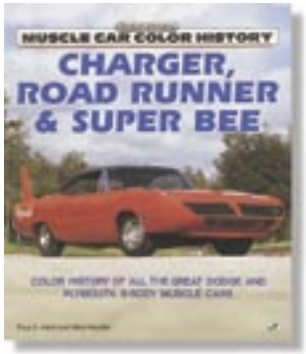

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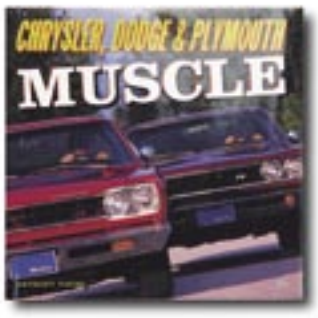

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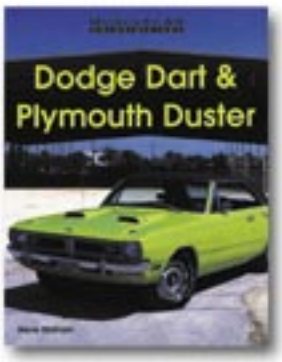
BOOKS



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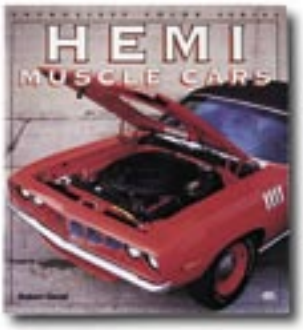

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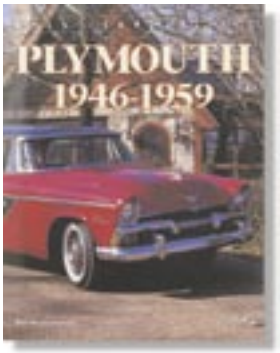

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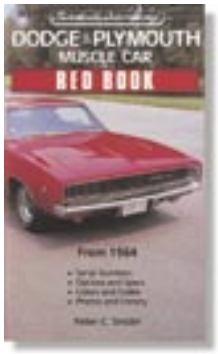

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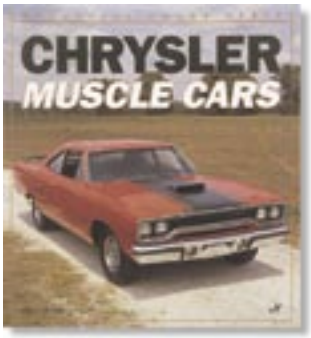

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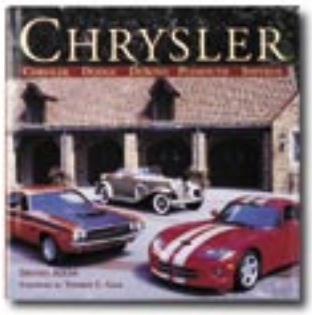


H.

A. Dodge Dart & Plymouth Duster
By Steve Stratham. Although they started their lives as economy cars, the Dodge Dart and Valiant-based Plymouth Duster grew into their own as true high-performance muscle cars. The transformation took place in 1967 when Mopar shoehorned in a Big Block 383 cid V8. There was no logical reason for this much power in an economy car other than the fact that horsepower fever had officially taken over Detroit. This book chronicles the life and times of these classic Mopar muscle cars. Copyright 2000 by Motorbooks International (128 pages).

P5007691AB Dodge Dart & Plymouth Duster

B. Hemi: The Ultimate American V-8
By Robert Genat. For muscle car fans, the name says it all. Check out the Hemi in all its glory in this new book about one of the most famous engines in modern history. With full-color photos of your favorite Hemi-powered vehicles, this book will satisfy the muscle car lover in everyone. The book examines Hemi engines from the past and present, making it a must-have collectible for Hemi fans. Copyright 2002 by Motorbooks International (156 pages).

P5007919AB Hemi: The Ultimate American V-8

C. Hemi Muscle Cars
By Robert Genat. A colorful history of Dodge and Plymouth Hemi-powered production cars. Printed in full color. Copyright 1999 by Motorbooks International (96 pages).

P5007516AB Hemi Muscle Cars

D. Plymouth 1946–1959
By Jim Benjaminson. Extensive pictorial history of the classic post-war Plymouth production models and prototypes. Copyright 1994 by Motorbooks International (160 pages).

P5249652AB Plymouth 1946–1959

E. Dodge & Plymouth Muscle Car Red Book
By Peter C. Sessler. Covers 1964–74 serial numbers, options and specs, colors and codes, photos and history. Copyright 1991 Motorbooks International (192 pages).

P5249650AB Dodge & Plymouth Muscle Car Red Book

F. Chrysler Muscle Cars (Enthusiast Color Series)
By Mike Mueller. Pictorial color history of Chrysler muscle cars. Copyright 1993 Motorbooks International (96 pages).

P5249649AB Chrysler Muscle Cars (Enthusiast Color Series)

G. Forward: The American Heritage of DaimlerChrysler
See the cars that started it all, as well as the exciting new cars and trucks that are keeping the DaimlerChrysler tradition alive and well. This book features outstanding photography of your favorite vehicles, old and new, along with a comprehensive historical narrative. Copyright 2002 by Motorbooks International (144 pages).

P5007920AB Forward: The American Heritage of DaimlerChrysler

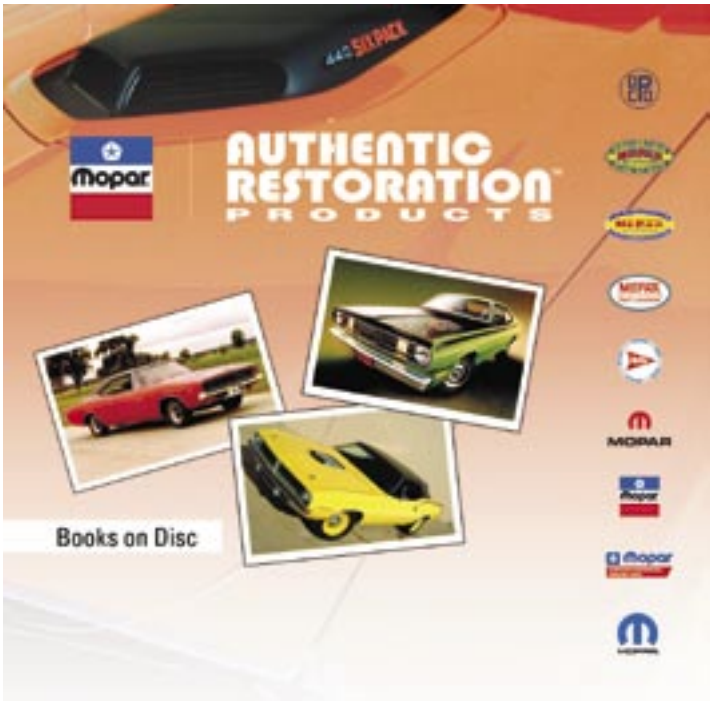
H. Chrysler
By Dennis Adler (forward by Tom Gale). Full-color history of Chrysler Corporation from 1925 to 2000, including Chrysler, Dodge, DeSoto, Plymouth and Imperial brands. Copyright 2000 by Motorbooks International (192 pages).

P5007461AB Chrysler

BOOKS

A. Service Manuals and Parts Catalogs on CD-ROM
Servicing your vintage Mopar or cooking up and researching part numbers just got a lot easier. Easy to read, these CD-ROMs for your computer offer an alternative to scrounging swap meets for those hard-to-find manuals or catalogs.

P4510779	1962 Plymouth/Valiant Service Manual
P4510780	1963 Plymouth/Valiant Service Manual
P4510781	1964 Plymouth/Valiant Service Manual
P4510782	1965 Plymouth Service Manual
P4510783	1966 Plymouth Service Manual
P4510784	1967 Plymouth Service Manual
P4510785	1968 Plymouth Service Manual
P4510786	1969 Plymouth Service Manual
P4510787	1970 Plymouth Service Manual
P4510788	1971 Imperial/Chrysler/Plymouth Body Service Manual
P4510789	1971 Imperial/Chrysler/Plymouth Chassis Service Manual
P4510790	1972 Imperial/Chrysler/Plymouth Body Service Manual
P4510791	1972 Imperial/Chrysler/Plymouth Chassis Service Manual
P4510792	1973 Imperial/Chrysler/Plymouth Body Service Manual
P4510793	1973 Imperial/Chrysler/Plymouth Chassis Service Manual
P4510794	1974 Imperial/Chrysler/Plymouth Body Service Manual
P4510795	1974 Imperial/Chrysler/Plymouth Chassis Service Manual
P4510761AB	1962 Dodge Service Manual
P4510762AB	1963 Dodge Service Manual
P4510763	1964 Dodge Service Manual
P4510764	1965 Dodge Service Manual
P4510765	1966 Dodge Service Manual
P4510766	1967 Dodge Service Manual
P4510767	1968 Dodge Service Manual
P4510768	1969 Dodge Service Manual
P4510769	1970 Dodge Service Manual (Charger, Coronet, Super Bee)
P4510770	1970 Dodge Service Manual (Dart, Swinger, Challenger)
P4510771	1971 Dodge Body Service Manual
P4510772	1971 Dodge Chassis Service Manual
P4510773	1972 Dodge Body Service Manual
P4510774	1972 Dodge Chassis Service Manual
P4510775	1973 Dodge Body Service Manual
P4510776	1973 Dodge Chassis Service Manual
P4510777	1974 Dodge Body Service Manual
P4510778	1974 Dodge Chassis Service Manual
P4510796	1962 Chrysler/Dodge/Plymouth Master Parts Book
P4510797	1963 Chrysler/Dodge/Plymouth Master Parts Book
P4510798	1964 Chrysler/Dodge/Plymouth Master Parts Book
P4510799	1965 Chrysler/Dodge/Plymouth Master Parts Book
P4510800	1966 Chrysler/Dodge/Plymouth Master Parts Book
P4510801	1967 Chrysler/Dodge/Plymouth Master Parts Book
P4510802	1968 Chrysler/Dodge/Plymouth Master Parts Book
P4510803	1969 Chrysler/Dodge/Plymouth Master Parts Book (Includes Trim Section)
P4510805	1970–1971 Chrysler/Dodge/Plymouth Passenger Car Parts Book — Enhanced Trim Section
P4510806	1972 Chrysler/Dodge/Plymouth Master Parts Book
P4510807	1973 Chrysler/Dodge/Plymouth Master Parts Book
P4510808	1974 Chrysler/Dodge/Plymouth Master Parts Book



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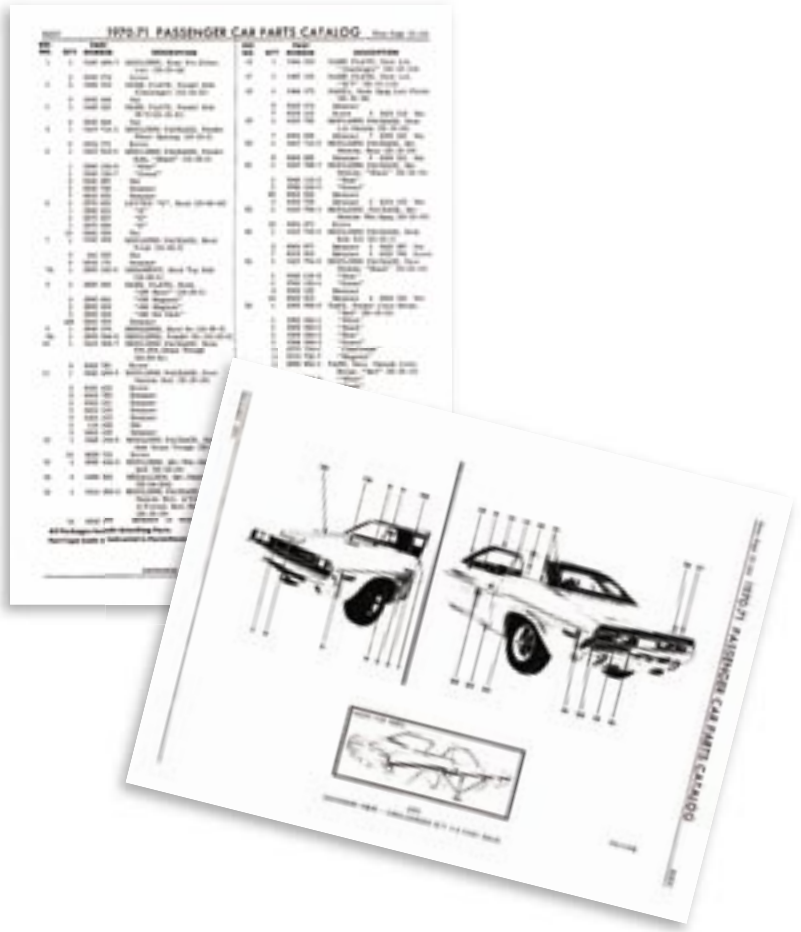


LICENSEE LISTING

LICENSEE LISTING

The following independent firms are currently licensed by Mopar to use Mopar's trademarks on the products shown. This list is subject to change. No warranty, either express or implied, is given by Mopar with respect to the products offered by these firms.

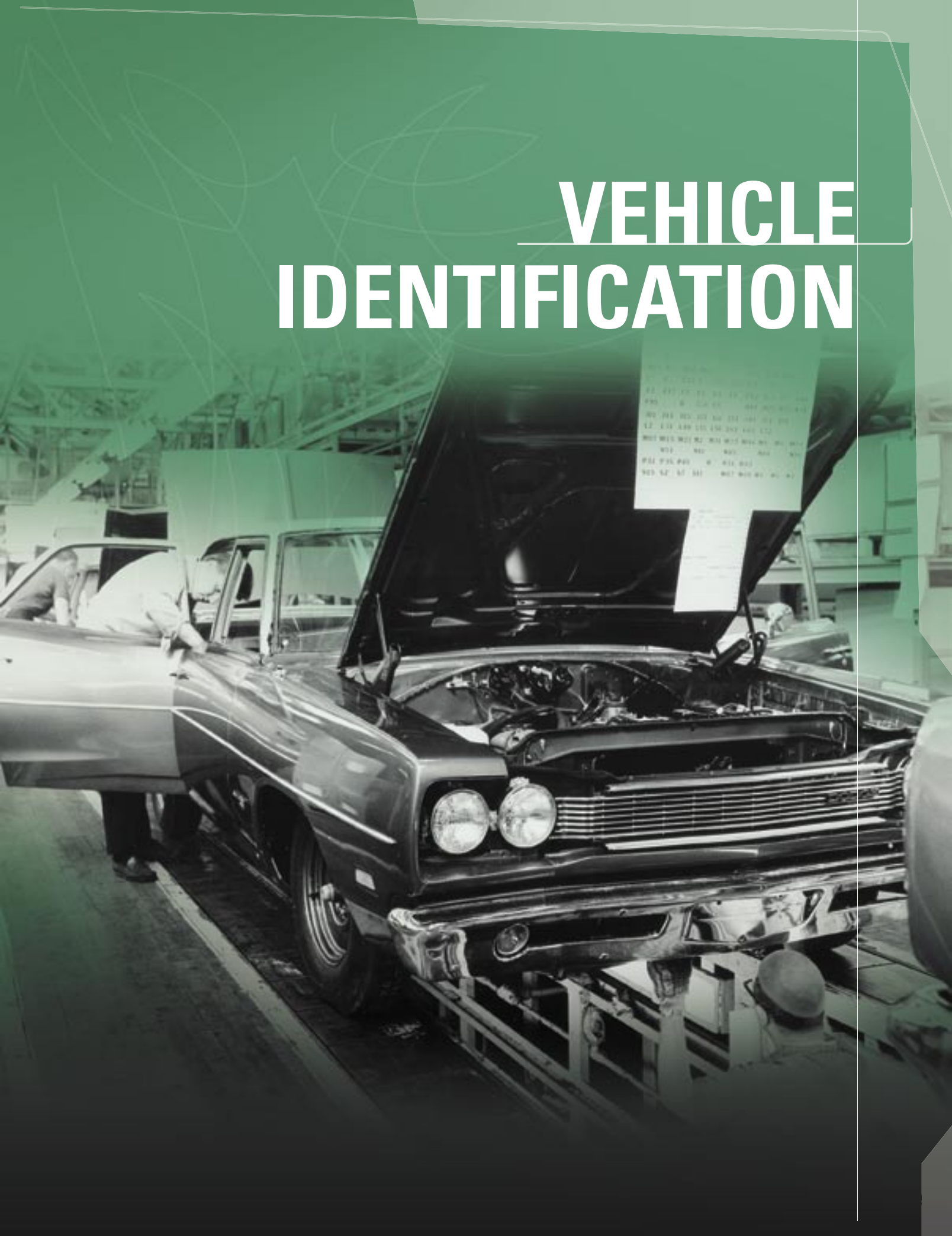
Licensee Name	Sales Contact Info	Products	Company Web Site	Shows/Events Attended
A & A Automotive and Transmission Repair, Inc.	Performance Line Sales PH: (317) 831-5610 FAX: (317) 831-9710	Restoration intake manifolds: For 426 Max Wedge, Max Wedge style for 440 engine, Hemi Cross Ram magnesium intake (PN RHMCRIM), Hemi Cross Ram aluminum intake (PN RHMCRIA), Hemi inline two 4-bbl intake manifolds in both magnesium and aluminum.	www.aandatrans.com	National Chrysler Events
Antique Auto Battery Mfg.	PH: (800) 426-7580 FAX: (330) 425-4642 E-MAIL: info@antiqueautobattery.com	Mopar batteries, Group Number 24 and 27, having the following part numbers: G10M, G20M, G24M, G27M, G24M>, G27M>, G24ME/HD, G24ME/ML, G27ME/ML, G24ML/HD, G24R/HT, G24R/TT, G24M>,G27ME/HD, G27ML/HD, and G24R/E-L .	www.antiqueautobattery.com	Mopar Nationals in Columbus, OH; Chryslers at Carlisle, PA; Spring and Fall Carlisle; Mopars at Englishtown, NJ
Auto Custom Carpets, Inc.	PH: (800) 352-8216 FAX: (800) 516-8274 E-MAIL: info@accmats.com	Restoration embroidered floor mats with Muscle Car logos, Jeep logos, L'il Red Express logos and others.	www.accmats.com	SEMA Show and SEMA Expo
Auto Restoration Parts Supply, LLC	PH: (804) 275-2155 FAX: (804) 743-8252	Radiator hoses for 1975 and earlier Dodge, Chrysler and Plymouth vehicles.	www.rogergibsonautorestoration.com	Mopar Nationals in Columbus, OH; Chryslers at Carlisle, PA; Chrysler Classic; Mopars at Englishtown, NJ
B/E & A Restoration Parts	PH: (330) 725-3990 E-MAIL: BEARestoration@adelphia.com	Restoration body parts for A-, B-, and E-Body vehicles including door handles, light lenses, turn signal lenses, fender gills, hub caps, marker housings, valance inserts. 1970-71 Barracuda grilles.		Chryslers at Carlisle, PA, Mopar Nationals in Columbus, OH
Bob Johnson Auto Literature	PH: (508) 872-9173 FAX: (508) 626-0991 E-MAIL: bjohnson@autopaper.com	Vehicle Shop and Owners manuals for Chrysler vehicles 1941-1969, Dodge Truck 1940-1979, Dodge vehicles 1955-1960, Plymouth 1957-1972, DeSoto 1954-1955, Jeep 1946-1987 and Mopar Parts Manuals 1955-1971 and Mopar Owners Manual 1961-1962.	www.autopaper.com	Spring & Fall Carlisle Show; Fall Hershey, PA Show; Chryslers at Carlisle, PA
Classic Enterprises Limited International	PH: (715) 537-5422	Restoration body parts for 1940-1964 Willys and Jeep: Lower windshield panel, rear end panel, tail gate, custom tail gate with large lettering, custom rear end panel with large lettering and hoods all in unfinished steel. Forward side panel and restoration tailgates for 1981 and older Dodge trucks.	www.classicent.com	
Coastal Offset Preparations, Inc.	PH: (951) 340-0770 FAX: (951) 340-0771	Printed shop and owners manuals for vehicles (CD-ROM to be available soon): Dodge Dart (1965-1975); Dodge Coronet/Challenger (1960-1975); Dodge Charger (1966-1975); Plymouth (1936-1946); Plymouth (1947-1954); Plymouth Fury/Sport Fury (1957-1964); Plymouth Belvedere (1955-1975); Plymouth Barracuda (1965-1975), Plymouth Satellite (1964-1975); Dodge Trucks (1936-1975).		
Dales Cuda Shop	FAX: (330) 823-6605	Restoration mufflers and various decals, emblems, and stripe kits for 1970-71 E-Body, 1968-71 B-Body and 1969-74 A-Body vehicles. 1970 front insert valence.		National Mopar Events
Darryl Davis	PH: (407) 330-9100 FAX: (407) 330-9090 E-MAIL: ddavis8839@aol.com	1962 and 1963 Guide to the Plymouth Super Stock Package cars, 1964 Guide to the Plymouth Super Stock and Commando Package, 1962 and 1963 Guide to the Dodge Ramcharger Package cars and 1964 Guide to the Dodge Ramcharger and Hemi Charger Packages.		
Detroit Iron Information Systems, LLC	PH: (800) 893-8122 E-MAIL: jst2622551@aol.com	Shop, Chassis, Service, Electrical, Body, and Parts manuals for 1930-1989 Dodge, Chrysler, Plymouth, Jeep, Imperial, DeSoto and AMC vehicles.	www.detroitironis.com	
E.C.S. Automotive Concepts, LLC	PH: (636) 207-7767 E-MAIL: dave@ecsautomotive.com	Safety standard/VIN door jamb decal, underhood, door jamb and trunk vehicle identification, emissions and service decals.	www.ecsautomotive.com	
First Place Auto Products	PH: (330) 493-1420 FAX: (330) 493-0241 E-MAIL: sales@fpap.com	Front and rear spoilers and wings, hood scoops, rear window louvers, racing mirrors for 1968-1976 Dodge, Chrysler and Plymouth vehicles.	www.fpap.com	Mopar Nationals in Columbus, OH; Chryslers at Carlisle, PA
Galen's Tag Service, LLC (GTS)	PH: (608) 326-6346 FAX: (608) 326-8061	1960s and 1970s Vehicle Production Option Code books, Vehicle Option and Accessory Reports and related manuals for Plymouth, Dodge and Chrysler vehicles.	www.gvgovier.com	National Mopar Events

Licensee Name	Sales Contact Info	Products	Company Web Site	Shows/Events Attended
Glen-Ray Radiators	PH: (800) 537-3775 FAX: (715) 842-9626	Remanufactured radiators and radiator tanks for all Dodge, Chrysler and Plymouth vehicles from model years 1979 and older. New radiators for 1968 to 1971 model year Dodge, Chrysler and Plymouth vehicles.		Spring Fling Chrysler Show, Mopar Nationals in Columbus, OH; Mopars in the Park in MN; Monster Mopar Weekend in St. Louis, MO
Golden Eagle Decal	PH: (800) 316-5337 / (512) 797-1664 FAX: 325-388-2088 E-MAIL: mike@goldeneagledecals.com	Restoration decals and tape stripes for 1990 and earlier Jeep vehicles including CJ 5, CJ 7, CJ 8, Wrangler and full size Jeep vehicles and Jeep pickups.	www.goldeneagledecals.com	Easter Jeep Safari/MOAB
Goodmark Industries, Inc.	PH: (770) 339-8557	B-Body steering wheel. Restoration body parts for 1968-1970 Charger, 1970-1974 Barracuda, 1970-1974 Challenger, 1969 Road Runner, 1968-1970 "B" bodies. Restoration floor mats.	www.goodmarkindustries.com	
Graphic Express	PH: (352) 341-0077	Restoration decals and stripe kits for 1980 and older model year Dodge, Chrysler, Plymouth and AMC vehicles.	www.graphic-express.com	
Hurd Corporation	Contact Teresa McKinney PH: (423) 787-8892 FAX: (423) 787-8817 E-MAIL: TKM@hurdlock.com	Valet key blank and molded head key blank.	www.hurdlock.com	SEMA Show, ALOA (Assoc. Locksmith of America) Show
Jessers Classic Keys	PH: (330) 376-8181 FAX: (330) 384-9129	Keys and key rings with Restoration logos (Pre-1980 model years).		National Mopar Events
Jim Osborn Reproductions, Inc.	PH: (770) 962-7556 FAX: (770) 962-5881	Restoration decals for air cleaners, valve covers, engine compartments, emissions, interior, interior tags, exterior, chassis, trucks, tire pressure, tune-up specs and stripe kits. Also manuals for parts, service, owners, performance, wiring design, facts, etc.	www.osborn-reproduction.com	National Chrysler Events and SEMA
Kaba Ilco Corp.	PH: Marco Machi (800) 334-1381 EXT: 252	Non-transponder/non-technology key blanks for the replacement market.	www.kaba-ilco.com	
Lectric Limited, Inc.	PH: (708) 563-0400	Spark plug wire sets for 1950-1980 model years for Dodge, Chrysler, Plymouth and Jeep vehicles.	www.lectriclimited.com	
Legendary Auto Interiors Ltd.	PH: (800) 363-8804 FAX: (800) 732-8874	Restoration PVC and carpeted floor mats; restoration seat upholstery and door panels for 1979 and earlier model year Dodge, Chrysler, Plymouth, Jeep and AMC vehicles.	www.legendaryautointeriors.com	National Chrysler and Mopar Events
M & H Electric Fabricators, Inc.	PH: (562) 926-9552 FAX: (562) 926-9572	Engine Restoration Products: Battery cables for 1955-1981 A, B, C, and E body vehicles.	www.wiringharness.com	
Mack Hils, Inc.	PH: (660) 263-7444 E-MAIL: jhummel@mackhils.com	Formed steel and die stamped steel tailgates for 1936-1950 Dodge and Plymouth pickup trucks.	www.mackhils.com	
Magnum Force Inc.	PH: (408) 559-6633 FAX: (408) 559-5283	B- and E-Body Tubular Upper Control Arm brushed and adjustable; A-Body Tubular Control Arm, brushed and adjustable; B- and E-Body Tubular Suspension Conversion, manual and power steering; A-Body Tubular Suspension Conversion, manual and power steering.	www.magnumforce.com	
Metro Parts	PH: (912) 383-0172 FAX: (912) 384-5595	Restoration body parts including antenna kits, molding kits, grilles, hood moldings, rocker moldings, wheel opening moldings, light bezels, door moldings, trunk moldings, body side moldings.	www.metropartscompany.com	National Mopar Events
MuscleCARS, LLC	PH: (203) 237-4795 FAX: (928) 752-8543	Car and Truck Manuals on CD-ROM: Service, parts, chassis, body, electrical and technical manuals, including supplements and bulletins on CD-ROM. 1914-1934 Dodge Brothers/Graham Bros.and Chrysler; 1928-1961 DeSoto; 1928-1959 Hudson; 1928-1989 Chrysler/ Dodge/ Plymouth; 1935-1937 Graham-Paige; 1940-1989 Mopar; 1941-1989 Willys and Jeep; 1941-1958 Nash; 1947-1954 Kaiser-Frazer; 1957-1986 AMC.	www.moparmanuals.com	National Mopar Events
OMIX-ADA, Inc.	PH: (770) 614-6101 FAX: (770) 614 - 6069 E-MAIL: info@omix-ada.com	Willys and Jeep Restoration body parts; 1946-1971 Willys CJ's; 1941-1945 Willys MB; 1955-1991 Jeep CJ's; 1987-1995 YJ Wrangler.	www.omix-ada.com	

LICENSEE LISTING

Licensee Name	Sales Contact Info	Products	Company Web Site	Shows/Events Attended
Penstar Reproductions	PH: (215) 957-1622 FAX: (215) 957-5232	Lenses: 1970 Challenger tail light, side marker light and reverse light lenses; 1970-71 Challenger side marker lenses; 1970-71'Cuda tail light lenses; 1970-74 Challenger front park light lenses. Hoods: Challenger TA hood, Cuda AAR hood; 1970 E-Body seat belt guides; Add-A-Gauge consoles (Challenger, Cuda, truck in-dash). Paint: Argent paint (light, medium and dark colors), Restoration paint (Grill Silver, Satin Black, Organosol Black, Jack Gray, Tail Panel Red, Lid Orange, Horn Purple and Dash Black). Decals (Dodge, 360 Magnum, tape stripe kits including hockey stick and reverse "C"); Billboard Stripe Kits (Dakota); Strobe Stripe Kits (Ram and Dakota), Bumblebee Stripe Kit.	www.penstar.net	National Mopar Events
Performance Car Graphics	PH: (850) 878-1450 FAX: (850) 878-3161 E-MAIL: cargraphix@aol.com	Restoration decals and stripe kits for 1980 and earlier Dodge, Chrysler and Plymouth vehicles.	www.performancecargraphics.com	National Mopar Events; Chryslers at Carlisle, PA
Phoenix Graphix Inc.	PH: (800) 941-4550	Reproduction engine designation decals, exterior decals and stripe kits.	www.phoenixgraphix.com	
Quanta Products, LLC	PH: (800) 235-8788 Questions: (410) 658-5700	Fan belts for 1964 to 1974 Chrysler, Plymouth and Dodge vehicles.	www.quantraproducts.com	National Mopar Events; Chryslers at Carlisle, PA
Quirey Quality Engineering	PH: (812) 963-6097 FAX: (812) 963-9232	Windshield washer bottle reservoir, spark plug wire clip, ballast resistor, heater hoses, radiator overflow tank, body plugs, body bumpers, license plate light lenses, drain doors, Pentastar fender emblem, and gas tank filler neck seals for 1979 and earlier Dodge, Chrysler and Plymouth vehicles. Seat hinge covers, Rallye dash steering column covers, dash vents, seat belt clips, seat belt guides, speaker grilles, accelerator pedal kits, clutch push rod boots, positive and negative battery cables.		
R & B Holt Enterprises	PH: 800) 544-3312 FAX: (937) 778-4196 E-MAIL: bishkobook@aol.com	Owners manuals, parts books and shop manuals for 1924 to 1991 Dodge, Chrysler, Plymouth, Jeep, AMC and DeSoto vehicles.	www.autobooksbishko.com	Mopar Nationals in Columbus, OH; Chryslers at Carlisle, PA; Spring and Fall in Hershey, PA
Roberts Motor Parts, Inc.	PH: (978) 363-5407 FAX: (978)-363-2026 E-MAIL: sales@robertsmotorparts.com	Hubcaps for 1937-53 Dodge and Plymouth vehicles, nameplates for 1939-53 Dodge and Plymouth vehicles, and tail light lenses for 1928-53 Dodge and Plymouth vehicles.	www.robertsmotorparts.com	
Stephens Performance	PH: (256) 247-1332 FAX: (256) 247-1337	1968-69 Charger front turn signal lenses (set, right and left); 1968-69 Plymouth B-Body front turn signal lenses (set, right and left); 1969 Chrysler (all bodies) side marker lenses (set, right and left); 1970-71 Dodge/Plymouth A/B body side marker lenses (set, right and left). 1972-74 Barracuda front turn signal lenses, 1971-74 Charger front turn signal lenses, 1970-74 Challenger door handles.	www.stephensperformance.com	
Strattec Security Corp.	PH: (toll-free): (877) 251-8798 FAX: (877) 251-8799	Non-transponder/non-technology key blanks for the replacement market for 1990 through 2003 and JEEP "rock" non-transponder key (part No. 709850).	http://aftermarket.strattec.com	ALOA (Assoc. Locksmith of America) Show
Willys Replacement Parts	PH: (909) 980-3022	Trim parts/emblems utilizing the Willys trademark: specifically WILLYS script, WILLYS dash emblem, WILLYS front trim and WILLYS grille badge for 1933 to 1942 model year WILLYS vehicles.	www.willysreplacementparts.com	
Year One, Inc.	PH: (800) 932-7663	Restoration decals, nameplates, emblems and ornaments. 1966-74 Plymouth and Dodge service manuals, heater hoses and exhaust manifold set.	www.yearone.com	Mopar Nationals in Columbus, OH; Chryslers at Carlisle, PA

VEHICLE IDENTIFICATION

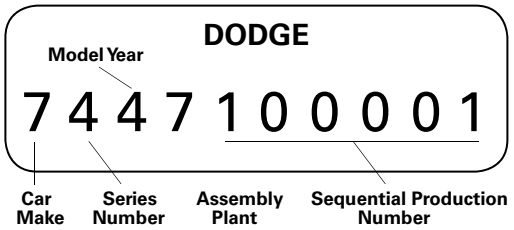


VEHICLE IDENTIFICATION

DODGE AND PLYMOUTH VIN IDENTIFICATION

1964–65 Models

1964–65 models have the Vehicle Identification Number located on a stainless steel plate riveted to the left front door hinge pillar post.



1st Digit: Car Make

1 = Valiant Slant-6, Barracuda Slant-6
2 = Plymouth Slant-6 (1964) / Dart Slant-6 (1965)
3 = Plymouth V8 (1964) / Belvedere Slant-6 (1965)
4 = Dodge Slant-6 (1964) / Coronet Slant-6 (1965)
6 = Dodge V8 (1964)
7 = Dart slant-6 (1964)
D = Dodge (1965)
L = Dart V8
R = Belvedere V8 (1965)
V = Valiant V8 / Barracuda V8
W = Coronet V8 (1965)

2nd Digit: Series Number

1 = Valiant V100, Dart 170, Belvedere I (1965), Coronet Deluxe (1965), 330 (1964), Savoy (1964), Polara (1965)
2 = Belvedere (1964), 440 (1964), Coronet (1965)
3 = Valiant V200, Dart 270, Belvedere II (1965), Coronet 440 (1965), Fury (1964), Polara (1964)
4 = Valiant Signet, Barracuda (1964), Dart GT, Satellite (1965), Coronet 500 (1965), Sport Fury (1964)
5 = Valiant V100 Wagon, Dart 170 Wagon, Belvedere I Wagon (1965), Coronet Wagon (1965), Savoy Wagon (1964), 330 Wagon (1964)
6 = Belvedere Wagon (1964)
7 = Valiant V200 Wagon, Dart 270 Wagon, Belvedere II Wagon (1965), Coronet 440 Wagon (1965), Fury Wagon (1964)
8 = Barracuda (1965), Belvedere Taxi (1965), Coronet Taxi (1965)
9 = Belvedere Police (1965), Coronet Police (1965)
0 = Belvedere Super Stock (1965), Coronet Super Stock (1965)

3rd Digit: Model Year

4 = 1964
5 = 1965

4th Digit: Assembly Plant

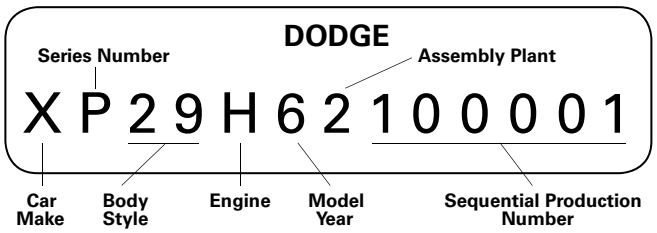
1 = Lynch Road, Detroit, MI
2 = Dodge Main, Hamtramck, MI
3 = Jefferson Avenue, Detroit, MI
4 = Belvidere, IL
5 = Los Angeles, CA
6 = Newark, DE
7 = St. Louis, MO
9 = Windsor, Ontario

5th Through 10th Digits:

Sequential production number starting with 100001

1966–67 Models

1966–67 models have the Vehicle Identification Number located on a stainless steel plate riveted to the left front door hinge pillar post.



1st Digit: Car Make

B = Barracuda (1967)
L = Dart
R = Belvedere / Satellite
V = Valiant
W = Coronet
X = Charger

2nd Digit: Series Number

E = Belvedere Fleet, Coronet Fleet
L = Valiant 100, Dart 170, Belvedere I, Coronet Deluxe
H = Valiant 200 (1966), Valiant Signet, Dart 270, Belvedere II, Coronet 440, Barracuda (1967)
K = Belvedere Police, Coronet Police
P = Barracuda (1966), Dart GT, Satellite, Coronet 500, Charger
S = Belvedere GTX (1967), Coronet R/T (1967)
T = Belvedere Taxi, Coronet Taxi

3rd and 4th Digits: Body Style

21 = 2-Door Sedan
23 = 2-Door Coupe
27 = 2-Door Convertible
29 = 2-Door Sports Coupe
41 = 4-Door Sedan
45 = 4-Door Station Wagon (6 passenger)
46 = 4-Door Station Wagon (9 passenger)

5th Digit: Engine

A = 170 cid/101 hp (1966), or 115 hp (1967) 1-bbl Slant-6
B = 225 cid/145 hp 1-bbl Slant-6
C = Special Order Slant-6
D = 273 cid/180 hp 2-bbl V8
D = 273 cid/235 hp or 275 hp (1966) 4-bbl V8
E = 273 cid/235 hp 4-bbl V8 (1967)
E = 318 cid/230 hp 2-bbl V8 (1966)
F = 318 cid/230 hp 2-bbl V8 (1967)
F = 361 cid/265 hp 2-bbl V8 (1966)
G = 383 cid/270 hp 2-bbl V8 (1967)
G = 383 cid/325 hp 4-bbl V8 (1966)
H = 383 cid/325 hp 4-bbl V8 (1967)
H = 426 cid/425 hp 2x4-bbl V8 Hemi (1966)
J = 426 cid/425 hp 2x4-bbl V8 Hemi (1967)
L = 440 cid/375 hp 4-bbl V8 (1967)

6th Digit: Model Year

6 = 1966
7 = 1967

7th Digit: Assembly Plant

1 = Lynch Road, Detroit, MI
2 = Dodge Main, Hamtramck, MI
3 = Jefferson Avenue, Detroit, MI
4 = Belvidere, IL
5 = Los Angeles, CA
6 = Newark, DE
7 = St. Louis, MO
8 = Export
9 = Windsor, Ontario

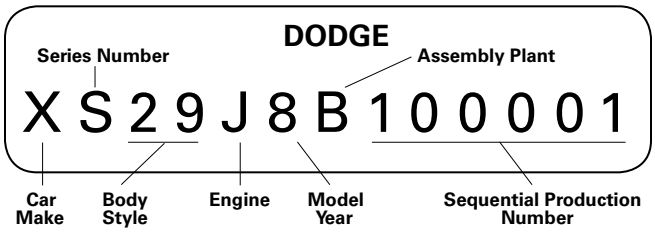
8th Through 13th Digits:

Sequential production number starting with 100001

DODGE AND PLYMOUTH VIN IDENTIFICATION

1968–74 Models

On 1968–74 models, the Vehicle Identification Number is located on a stainless steel plate riveted to the left side of the instrument panel, visible through the windshield.



1st Digit: Car Make

B = Barracuda
J = Challenger
L = Dart
R = Belvedere / Satellite
V = Valiant / Duster
W = Coronet/1971–74 Charger
X = 1966–70 Charger

2nd Digit: Series Number

L = Valiant (1968–74), Duster (1970–74), Dart (1968–74), Dart Swinger (1968–70), Dart Swinger Special (1971–74), Demon (1971–72), Dart Sport (1973–74), Belvedere (1968–70), Satellite Coupe (1971–74), Coronet (1968–74), Charger Coupe (1971–74)
M = Dart Swinger 340 (1969–70), Demon 340 (1971–72), Dart Sport 340 (1973), Dart Sport 360 (1974), Road Runner (1968–74), Road Runner Superbird (1970), Road Runner GTX (1972-74), Coronet Super Bee (1968–70), Charger Super Bee (1971)
H = Valiant Signet (1968–69), Barracuda (1968–69), Barracuda 'Cuda (1969), Scamp (1971–74), Dart 270 (1968), Dart Custom (1969–74), Dart Swinger (1971–74), Satellite (1968–70), Satellite Sebring (1971–74), Satellite Custom (1971–74), Coronet 440 (1968–70), Charger (1970), Charger Coupe (1971–74), Coronet Custom (1971–74), Barracuda (1970–74), Challenger (1970–74), Challenger T/A (1970)
P = Valiant Brougham (1974), Dart GT (1968–69), Dart SE (1974), Sport Satellite (1968–70), Satellite Sebring Plus (1971–74), Satellite Brougham (1971), Regent, Coronet 500, Charger (1968–69), Charger 500 (1970–71), Charger SE (1971–74), Coronet Brougham (1971), Crestwood (1971–74), Barracuda Gran Coupe (1970–71)
S = Duster 340 (1970–73), Duster 360 (1974), Dart GTS (1968–69), Dart GSS (1968), Challenger R/T (1970), GTX (1968-71), Coronet R/T (1968–70), Charger R/T (1968–71), Charger 500 (early 1969), Barracuda 'Cuda (1970–74), Barracuda AAR 'Cuda (1970), Challenger R/T (1970–71), Challenger Rallye (1972)
X = Charger 500 (late 1969), and Charger Daytona (1969)
O = Barracuda Super Stock (1968), Dart Super Stock (1968)
K = Belvedere Police (1968–70), Satellite Police (1971–74), Coronet Police (1968–74)
N = Coronet New York Taxi (1970–71)
G = Coronet New York Taxi (1972–74)
T = Belvedere Taxi (1968–70), Satellite Taxi (1971–74), Coronet Taxi (1968–74)

3rd and 4th Digits: Body Style

21 = 2-door Sedan
23 = 2-door Coupe
27 = 2-door Convertible
29 = 2-door Sports coupe
41 = 4-door Sedan
45 = 4-door Station Wagon (6 passenger)
46 = 4-door Station Wagon (9 passenger)

5th Digit: Engine

A = 170 cid/115 hp 1-bbl Slant-6 (1968-69)
B = 225 cid/145 hp 1-bbl Slant-6 (1968-69)
B = 198 cid/125 hp (1970-71), 100 hp (1972), or 95 hp (1973–74) 1-bbl Slant-6
C = Special order Slant-6 (1968–69)
C = 225 cid/145 hp (1970–71), 110 hp (1972), or 105 hp (1973–74) 1-bbl Slant-6
D = 273 cid/190 hp 2-bbl V8 (1968–69)
E = Special Order Slant-6 (1970–74)
F = 318 cid/230 hp 2-bbl V8 (1968–69)
G = 383 cid/290 hp 2-bbl V8 (1968–69)
G = 318 cid/230 hp (1970–71), 150 hp (1972–74), 155 hp (1972), or 170 hp (1973–74 Road Runner) 2-bbl V8
H = 383 cid/330 hp or 335 hp 4-bbl V8 (1968–69)
H = 340 cid/275 hp (1970–71) or 240 hp (1972–73) 4-bbl V8
J = 426 cid/425 hp 2x4-bbl V8 Hemi (1968–69)
J = 340 cid/290 hp 3x2-bbl V8 (1970) (AAR & T/A)
L = 440 cid/375 hp 4-bbl V8 (1968–69)
L = 383 cid/290 hp (1970) or 275 hp (1971) 2-bbl V8
L = 360 cid/200 hp or 245 hp 4-bbl V8 (1974)
M = Special order V8 (1968–69)
M = 440 cid/390 hp 3x2-bbl V8 (1969) (Six Pack/6-bbl)
M = 400 cid/190 hp (1972), 175 hp or 185 hp (1973) 2-bbl V8
N = 383 cid/330 hp or 335 hp (1970) or 300 hp (1971) 4-bbl V8
N = 400 cid/205 hp 4-bbl V8 (1974)
P = 340 cid/275 hp 4-bbl V8 (1968–69)
P = 400 cid/255 hp (1972), 260 hp (1973), or 250 hp (1974) 4-bbl V8
R = 426 cid/425 hp 2x4-bbl V8 Hemi (1970–71)
U = 440 cid/375 hp (1970), 370 hp (1971), 280 hp (1972-73), 290 hp (1972), or 275 hp (1974) 4-bbl V8
V = 440 cid/385 hp (1971) or 330 hp (1972) 3x2-bbl V8
Z = Special order V8 (1970–74)

6th Digit: Model Year

8 = 1968
9 = 1969
0 = 1970
1 = 1971
2 = 1972
3 = 1973
4 = 1974

7th Digit: Assembly Plant

A = Lynch Road, Detroit, MI
B = Dodge Main, Hamtramck, MI
C = Jefferson Avenue, Detroit, MI
D = Belvidere, IL
E = Los Angeles, CA
F = Newark, DE
G = St. Louis, MO
H = New Stanton, PA
P = Export
R = Windsor, Ontario

8th Through 13th Digits:

Sequential production number starting with 100001

VEHICLE IDENTIFICATION

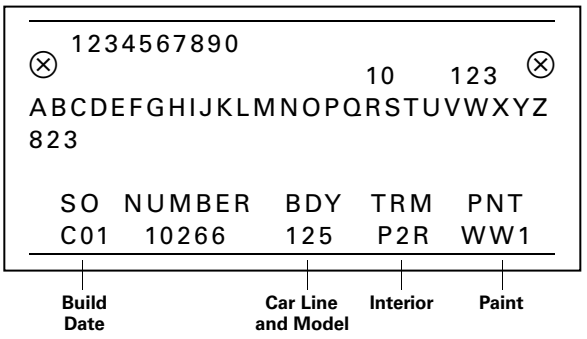
CHRYSLER FENDER TAGS

Chrysler fender tags, located on the inner fender on the engine bay, can be valuable sources of information. The following is a description of fender tag characteristics, grouped by their similarities. As a general rule, fender tags are read from bottom to top and left to right.

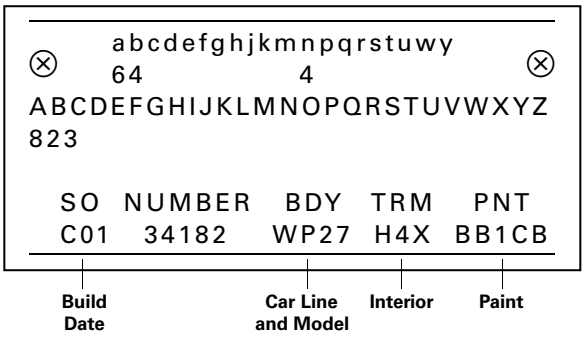
1962–66 Models

The fender tags of 1962–66 cars are laid out in a very similar fashion. The scheduled build date is under the left portion of the "SO NUMBER." The number under "BDY" (body) represents the car line and model, which is the same as the first three characters of the VIN. The number under "TRM" is the interior trim code, while the exterior trim codes are found under "PNT." Sometimes the paint and trim codes are transposed, but this should be fairly obvious. The row of uppercase letters (fourth line from the bottom) represents option categories. A number under any of these letters defines an option in that letter's category. The row of numbers at the top of the tag are not yet known, but are thought to be routing, shipping, or gate information on 1962–64 models. For 1965, these numbers may represent option information in addition to routing information. Also for 1965, "A", "B" and "C" take the place of 10, 11, and 12 in the production date for October, November and December. In 1966 the row of numbers at the top are replaced by a row of lowercase letters, which are another row of option categories. A number under any of these letters represents an option in that letter's category. For information on decoding the option codes, see our selection of books by Galen Govier in the Literature section.

1962–65 Models

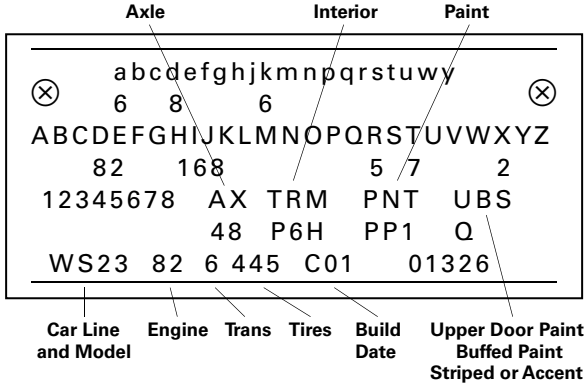


1966 Models



1967–68 Models

For 1967 and 1968, the bottom three lines are changed completely as compared to earlier tags. The bottom line at the left starts with two letters and two numbers which identify the car line and model (same as the first four characters of the VIN). This is followed by a two-digit engine code, a one-digit transmission code, and then a three-digit tire code. Next is a three-digit build date, followed by the order number. Moving up to the third line from the bottom, numbers 1 through 8 appear here, which denote categories. A number listed under any of the category numbers defines an option in that category. To the right of the 1–8 numbers you will find "AX" for axle, "TRM" for the interior code, and "PNT" or "PAINT" for exterior colors. Continuing to the right, there is a grouping of letters "UBS." The "U" is for upper interior door color, "B" is for buffed paint and "S" is for the stripe or accent color. The codes for these are listed directly below (on the second line from the bottom). The fifth row from the bottom is a row of uppercase letters representing option categories. At the top of the tag is a row of lowercase letters also representing option categories. A number under any of these category letters defines an option in that letter's category. For information on decoding the option codes, see our selection of books by Galen Govier in the Literature section.

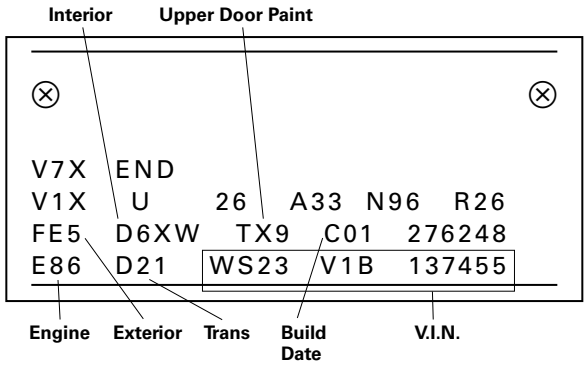


With its prominent location on the driver's fender, the fender tag is usually easy to locate. 1965 and earlier cars may have it on one of the following locations: left inner fender, right inner fender, right cowl panel, left radiator core support.

CHRYSLER FENDER TAGS

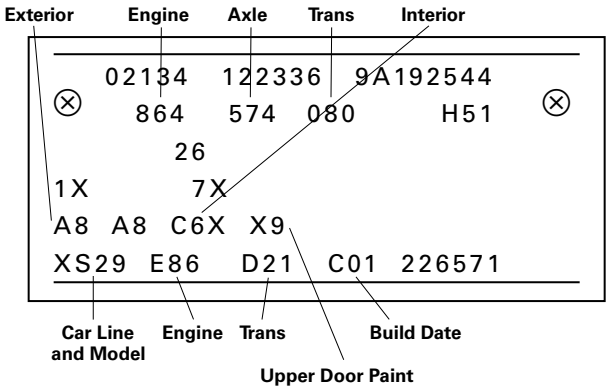
1969–74 Models (Except 69–70 Lynch Rd.)

Fender tags were restyled for 1969. On the bottom line to the left, is a three-character code for the engine, followed by a three-character code for the transmission, then the actual VIN. The second line from the bottom starts with a two- or three-digit character paint code (which may be repeated) followed by a three or four character interior code (three for 1969; four for 1970 and later). Next is a two- or three-character interior upper door color or type code (two for 1969; three for 1970 and later). This is followed by the three-digit build date and the vehicle order number. The codes above these, with a couple of exceptions, are the actual selected option order codes. When moving from the bottom to the top of the tag, characters "END," "EN1" or "EN2" will appear if the code listing ends. If the factory ran out of space on one particular tag, "CTD" may appear, which means the information is continued on another tag. We've never seen more than two fender tags on any car, however.



1969–70 Lynch Road Plant

The 1969 Lynch Rd. plant fender tag is somewhat unique compared to other 1969 tags. The bottom row, to the left, has the four-character car line and model code (same as the VIN first four), followed by a three-character engine code. These are followed by a two-character transmission code, then the three-digit build date and the vehicle order number. The second line from the bottom starts with the exterior color (usually two characters) followed by a three-character interior code and a two-character upper interior door color code. Above these codes are a few selected codes, usually abbreviated actual option codes. Lynch Road tags typically list very few option codes, regardless of how the car was optioned. The fifth line from the bottom usually contains three groups of three digits for the engine, axle, and transmission build codes. The top line is not yet known. In 1970, Lynch Road tags became more like other plants, but still retained the three group, three-digit engine, axle and transmission codes on the fifth line from the bottom.



IDENTIFYING CHRYSLER BODY SERIES

A-Body: 1969 Barracuda

E-Body: 1970 Barracuda

B-Body: 1969 Dodge Charger

C-Body: 1970 Chrysler 300 Hurst

A-Body: 1964–76 Valiant, 1964–69 Barracuda, 1970–76 Duster, 1972–76 Scamp, 1964–76 Dart, 1971–72 Demon, 1973–76 Dart Sport, 1969–76 Swinger
B-Body: 1965–69 Belvedere, 1965–74 Satellite, 1968–75 Road Runner, 1970 Superbird, 1967–71 GTX, 1965–76 Coronet, 1968–71 Super Bee, 1966–77 Charger, 1969 Daytona, 1975–78 Fury, 1977–78 Monaco, 1978–79 Magnum, 1975–79 Cordoba, 1979 300
C-Body: 1965–74 Fury I/II/III, 1975–78 Gran Fury, 1965–76 Monaco, 1977–78 Royal Monaco, 1965–73 Polara, 1965–78 New Yorker, 1965–71 300

E-Body: 1970–74 Barracuda, 1970–74 Challenger
F-Body: 1976–80 Volare, 1979–80 Duster, 1976–80 Road Runner, 1976–80 Aspen
M-Body: 1982–89 Gran Fury, 1978–89 Diplomat
J-Body: 1980–83 Mirada, 1980–83 Cordoba, 1981–83 Imperial
R-Body: 1979–81 St. Regis, 1980–81 Gran Fury, 1979–81 Newport, 1979–81 New Yorker
Y-Body: 1967–75 Imperial

VEHICLE IDENTIFICATION

Engine Code Per Body Data Tag 1966–68

Code	MYI	MYO	Engine	HP	Induction/Remarks
0.01	1966	1968	Special Order 8 CYL		
11	1966	1966	170	101	
11	1967	1968	170	115	
12	1966	1968	170	115	HD Clutch
21	1966	1968	225	145	
22	1966	1968	225	145	HD Clutch
31	1966	1967	273	180	
31	1968	1968	273	190	
32	1966	1967	273	235	
41	1966	1966	318	230	Polysphere
41	1967	1967	318	230	Canada Built
41	1967	1968	318	230	US Built
42	1966	1968	318	230	HD Clutch
51	1966	1966	361	265	
52	1968	1968	340	275	
61	1966	1967	383	270	
61	1968	1968	383	290	2V
62	66	67	383	325	4V
62	67	67	383	280	2V BH/LP
62	68	68	383	330	4V
62	68	68	383	300	4V BH/LS
62	68	68	383	335	4V RM/WM
73	66	68	426	425	2-4BBL Hemi
81	66	68	440	350	4V Single EXH
82	66	66	440	365	4V
83	67	68	440	375	4V
91	66	68	Special Order 8 CYL		

Engine Code Per Body Data Tag 1969-71

Sales Code	MYI	MYO	CI	HP	Induction/Remarks
E11	69	69	170	115	1V
E22	70	71	198	125	1V
E24	69	71	225	145	1V
E25	69	71	225	145	1V
E31	69	69	273	190	2V
E44	69	71	318	230	2V
E55	69	71	340	275	4V
E55	70	70	340	290	6BBL/Six Pack
E57	70	71	360	255	2V
E61	69	70	360	290	2V
E61	71	71	383	275	2V
E63	69	69	383	330	4V
E63	69	70	383	330	4V
E63	70	70	383	330	4V
E63	69	69	383	335	4V
E63	70	70	383	335	4V
E63	71	71	400	190	2V
E65	71	71	383	300	4V
E74	69	71	426	425	2-4BBL
E85	69	70	440	350	4V
E85	71	71	440	335	4V
E85	69	69	440	375	4V
E85	70	70	440	360	4V
E86	69	70	440	375	4V
E86	71	71	440	370	4V
E86	69	69	440	390	6BBL/Six Pack
E87	70	70	440	390	6BBL/Six Pack
E87	71	71	440	385	6BBL/Six Pack

Engine Codes Per Body Data Tag 1972–74

Code	MYI	MYO	CI	HP	Induction/Remarks	
E22	72	72	198	94	1V	w/N95 Pkg
E22	72	72	198	100	1V	
E22	73	74	198	95	1V	
E24	72	72	225	97	1V1V	w/N95 Pkg
E24	72	72	225	110	1V	
E24	73	73	225	98	1V	w/N95 Pkg
E24	73	74	225	105	1V	

Engine Codes Per Body Data Tag 1972–74 (cont.)

Code	MYI	MYO	CI	HP	Induction/Remarks	
E24	74	74	225	105	1V	
E25	72	72	225	110	1VHD	
E25	73	74	225	105	1VHD	
E44	72	74	318	150	2V	
E44	73	73	318	170	2V	
E55	72	73	340	240	4V	
E56	74	74	360	200	4V	
E57	72	72	360	175	2V	
E57	73	73	360	163	2V	w/N95 Pkg
E57	73	73	360	170	2V	
E57	74	74	360	180	2V	
E58	74	74	360	245	4V	
E63	72	72	400	181	2V	w/N95 Pkg
E63	73	73	400	178	2V	w/N95 Pkg
E63	72	72	400	190	2V	
E63	73	73	400	175	2V	
E63	73	73	400	185	2V	
E63	74	74	400	185	2V	
E64	74	74	400	200	4V	
E68	72	74	400	246	4VHP	w/N95 Pkg
E68	72	72	400	255	4VHP	
E68	73	73	400	260	4VHP	
E68	74	74	400	250	4VHP	
E85	72	72	440	212	4V	w/N95 Pkg
E85	72	72	440	221	4V	PD w/N95 Pkg
E85	73	73	400	208	4V	w/N95 Pkg
E85	72	72	440	225	4V	C
E85	72	72	440	230	4V	PD
E85	73	73	440	215	4V	C
E85	73	73	440	220	4V	
E85	74	74	440	230	4V	
E86	72	72	440	245	4VHP	C
E86	72	72	440	280	4VHP	RW
E86	73	73	440	280	4VHP	
E86	74	74	440	275	4VHP	
E87	72	72	440	330	3X2VHP	RW

Engine Code Per Body Data Tag 1975–80

Code	MYI	MYO	Desc	HP	Cyl.	VIN	Family
E12	78	78	1.7 LITRE	70	4	A	4CYL
E12	78	78	1.7 LITRE	75	4	A	4CYL
E12	79	80	1.7 LITRE	65	4	A	4CYL
E12	79	79	1.7 LITRE	70	4	A	4CYL
E12	80	80	1.7 LITRE	65	4	A	4CYL
E12	79	80	1.7 LITRE	65	4	A	4CYL
E24	75	80	225 1BBL	90	6	C	RG
E24	75	75	225 1BBL	95	6	C	RG
E24	76	79	225 1BBL	100	6	C	RG
E24	76	80	225 1BBL	90	6	C	RG
E25	75	80	225 1BBL		6	C	RG
E26	77	80	225 2BBL	110	6	D	RG
E27	80	80	225 2BBL		6	D	RG
E44	75	75	318 2BBL	140	8	G	LA
E44	75	75	318 2BBL	145	8	G	LA
E44	75	75	318 2BBL	135	8	G	LA
E44	75	75	318 2BBL	150	8	G	LA
E44	75	75	318 2BBL	145	8	G	LA
E44	75	75	318 2BBL	150	8	G	LA
E44	76	76	318 2BBL	140	8	G	LA
E44	76	76	318 2BBL	150	8	G	LA
E44	77	77	318 2BBL	135	8	G	LA
E44	77	77	318 2BBL	145	8	G	LA
E44	77	77	318 2BBL	135	8	G	LA
E44	78	78	318 2BBL	140	8	G	LA
E44	78	78	318 2BBL	145	8	G	LA
E44	78	78	318 2BBL	140	8	G	LA
E44	78	78	318 2BBL	140	8	G	LA
E44	79	79	318 2BBL	135	8	G	LA

Engine Code Per Body Data Tag 1975–80 (cont.)

Code	MYI	MYO	Desc	HP	Cyl	VIN	Family
E44	80	80	318 2BBL	120	8	G	LA
E45	78	80	318 2BBL		8	G	LA
E46	78	80	318 4BBL	155	8	H	LA
E47	79	80	318 4BBL	155	8	H	LA
E48	80	80	318 4BBL	155	8	H	LA
E56	75	75	360 4BBL	190	8	J	LA
E56	76	76	360 4BBL	175	8	J	LA
E56	77	77	360 4BBL	155	8	J	LA
E56	79	80	360 4BBL	195	8	J	LA
E57	75	75	360 2BBL	180	8	K	LA
E57	76	76	360 2BBL	170	8	K	LA
E57	77	78	360 2BBL	155	8	K	LA
E57	79	79	360 2BBL	150	8	K	LA
E57	80	80	360 2BBL	130	8	K	LA
E58	75	75	360 4BBL	230	8	L	LA
E58	76	76	360 4BBL	220	8	L	LA
E58	77	78	360 4BBL	160	8	L	LA
E58	77	78	360 4BBL	175	8	L	LA
E58	78	78	360 4BBL	160	8	L	LA
E58	79	79	360 4BBL	190	8	L	LA
E58	79	79	360 4BBL	195	8	L	LA
E58	80	80	360 4BBL	185	8	L	LA
E63	75	76	400 2BBL	165	8	M	B

Engine Code Per Body Data Tag 1975–80 (cont.)

Code	MYI	MYO	Desc	HP	CYL	VIN	FMLY
E63	75	76	400 2BBL	175	8	M	B
E64	75	75	400 4BBL	185	8	N	B
E64	75	75	400 4BBL	190	8	N	B
E64	75	75	400 4BBL	195	8	N	B
E64	76	76	400 4BBL	210	8	N	B
E64	77	78	400 4BBL	190	8	N	B
E68	75	75	400 4BBL	235	8	P	B
E68	75	75	400 4BBL	240	8	P	B
E68	76	76	400 4BBL	240	8	P	B
E68	77	78	400 4BBL	190	8	P	B
E85	75	75	440 4BBL	210	8	T	RB
E85	75	75	440 4BBL	215	8	T	RB
E85	76	76	440 4BBL	200	8	T	RB
E85	76	76	440 4BBL	205	8	T	RB
E85	77	78	440 4BBL	185	8	T	RB
E85	77	78	440 4BBL	195	8	T	RB
E85	77	78	440 4BBL	185	8	T	RB
E86	75	75	440 4BBL	260	8	U	RB
E86	75	75	440 4BBL	265	8	U	RB
E86	76	76	440 4BBL	250	8	U	RB
E86	76	76	440 4BBL	255	8	U	RB
E86	77	78	440 4BBL	185	8	U	RB
E86	77	78	440 4BBL	195	8	U	RB

VEHICLE IDENTIFICATION

ENGINE COMPONENT CASTING NUMBERS

Engine Block Casting Numbers

A/LA Small Blocks

Casting No.	CID	Year	Family	Remarks
2465330	273	1964–66	LA	
2536130	273	1965	LA	
2463252	273		LA	
2465330	273	1964–66	LA	
2536130	273	1965	LA	
2806030	273	1966–69	LA	
2806130	273	1965–69	LA	
2466090	318		LA	
2536030-318	318	1967–75	LA	
2566080	318		LA	
2806030	318	1967–74	LA	
2466090	318		LA	
2536030-318	318	1967–75	LA	
2566080	318		LA	
2806030	318	1967–74	LA	
4104230-318	318	RACE ENGINE	LA	Painted Orange
2264230	318	1960–66	A	
2468230	318		A	
2532630-318	318		A	
2264230	318	1960–67	A	Polysphere
2468230	318		A	Polysphere
2532630-318	318		A	Polysphere
2780930-340	340	1968–73	LA	
3577130TA-340	340	1970–71	LA	Trans Am
2780930-340	340	1968–73	LA	
3577130TA-340	340TA	1970–71	LA	Trans Am
3418496-360	360	1971–74	LA	
3870230	360	1975–Up	LA	
3418496-360	360	1971–74	LA	
3870230	360	1975–78	LA	
4179930-360	360	1975–93	LA	

B Big Blocks

Casting No.	CID	Year	Family	Remarks
2120229	361		B	Industrial
2205712	361	1958–66	B	
2120229	361		B	Industrial
2120429	361		B	
2205712	361	1958–66	B	
2658930	361	1965	B	
2128854	361+383	1964	B	
2468130	383	1959–71	B	
2468130	383	1959–71	B	
2532130	383	1965	B	
2899830	383	1970	B	
3614230	400	1971–72	B	
3698630	400	1973–78	B	
4006530-400-12	400	1976–78	B	
3614230	400	1971–72	B	
3698630	400	1973–78	B	
4006530-400	400	1976–78	B	

RB Big Blocks

Casting No.	CID	Year	Family	Remarks
2120329	383	1959–60	RB	Golden Lion
1852029	413	1962	RB	Max Wedge
2120529	413	1959–65	RB	
2205697	413	1959–65	RB	Pass Car
2468030	413		RB	
1851629	413	1961	RB	
1852029	413	1962	RB	Med. Duty Truck
MAX PERF				
1852029	413	1962–63	RB	Med. Duty Truck
2120529	413	1959–65	RB	

RB Big Blocks (cont.)

Casting No.	CID	Year	Family	Remarks
2406730	426	1963–65	RB	Wedge
2205697	413+426	1959–65	RB	Passenger Car
2468030	413+426		RB	Wedge
2468330	426	1964–71	RB	Hemi
2658836	426		RB	Industrial
1852029	426	1962–65	RB	Wedge
2406730	426	1963–65	RB	Wedge + Max Perf
2440873	426		RB	Wedge
2532230	426	1964–66	RB	Wedge, Max Perf + Industrial
2658836	426		RB	Industrial
2536430	440	1966–72	RB	
3698830-440	440	1973–78	RB	
2536430	440	1966–72	RB	
3698830-440	440	1972–78	RB	
4006630-440	440	1975–78	RB	

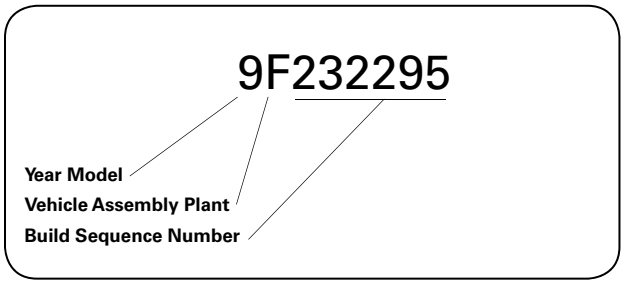
426 Hemi Blocks

Casting No.	CID	Year	Family	Remarks
2468330-1 or 2	426	1964–65	RB	Race Hemi Distributor Area=Rounded
2468330-1 or 2	426	1966–71	RB	Street Hemi Distributor Area=Squared

Engine Stampings

Decoding Vehicle Serial Number on the Engine

Starting in 1968, all engine and major driveline components are stamped with the Vehicle Identification Number (VIN) as a theft deterrent. During the first two years (until 1970), Chrysler usually stamped the entire number on the rail. From 1970 on, they stamped only the last eight digits on the engine. Slant-6 engines have this number stamped below the cylinder head on the passenger side of the block. V8 engines are stamped on the driver's side upper rear of the block in 1968, and above the passenger side oil pan rail near the motor mount on 1969-and-later engines. Most warranty engines will not have this stamping (although the technicians were supposed to restamp them after replacement).



1968–74 Vehicle Assembly Plant Codes

A = Lynch Road, Detroit, MI
B = Dodge Main, Hamtramck, MI
C = Jefferson Avenue, MI
D = Belvidere, IL
E = Los Angeles, CA (1968–71)
F = Newark, DE
G = St. Louis, MO
H = New Stanton, PA (1970–71)
P = Export (1968)
R = Windsor, Ontario

Engine Serial Number

The serial number is a sequence of 14 digits that contains a wealth of information all in one location. A few problems must be answered first, such as where it is found and what it means. Occasionally, for whatever reason, an engine will not have a serial number stamped on it. This seems to be fairly common, so if yours doesn't, it's not that big of a deal. On slant-6 engines the number is stamped on the block, below the head near the ignition coil. Small blocks seem to have their own story—a sequence of numbers will almost always be present, but they don't always follow this particular serial number pattern. For small blocks, look on the front face of the block, below the driver's side cylinder head (see the small-block ID Boss explanation for more information). For B and RB big blocks, the number is typically found along the oil pan rail, close to or under the starter. These are hand-stamped numbers, so visibility and consistency are not always the greatest.

PM400E37320016

Characters 1–2	Plant ID code.
Characters 3–5	Cubic inch displacement
Character 6	Additional build information (mostly letters)
Characters 7–10	10,000 day calendar date
Characters 11–14	Engine production number that cycle

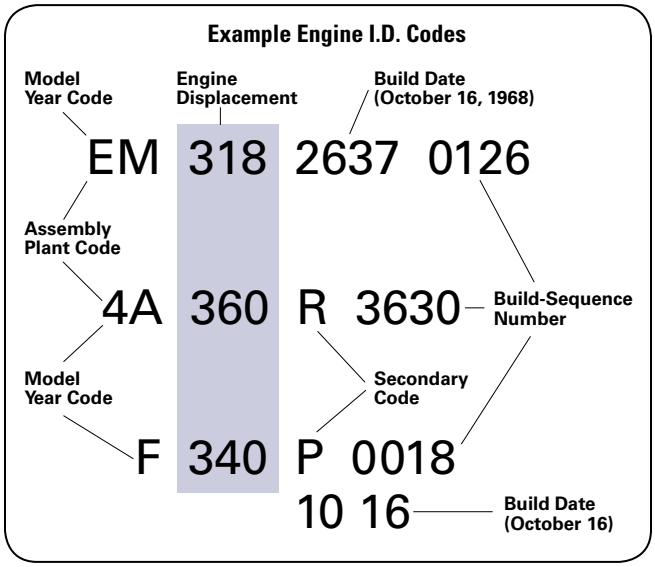
NOTE : There may be other characters after these, but they have not been decoded and do not appear to be meaningful to restorers at this time.

Engine Stampings

The easiest way to determine what engine you're looking at is by locating and decoding the stampings on the ID boss. This machined pad includes the displacement, build date, and other special information relating to that particular engine. The information on the pad is hand-stamped and may be difficult to read without cleaning the area. But, since this is the simplest way to identify various Chrysler engines, it's worth the trouble. The location of the pad varies on small block, "B" and "RB" engines, and they're listed below.

Small Block ID Boss

Small Block: Locating the ID pad on a small block is the simple part—decoding the information is where it gets tricky. The pad is found on the driver's side front of the block below the cylinder head on both "A" and "LA" small blocks. With the engine in the car and all the accessories in place, it may be hard to see, but it's there.



Secondary Codes

Here is a listing of the additional, or secondary, information codes and their meanings. These are found on the ID boss or sequence number of your engine. In the case of small blocks, some of these symbols might be found on the affected part (◊ on the tappet boss; anything crank related is on the No. 8 counterweight). Although this list is as complete as we can make it, there may be other codes or symbols not listed here. ID boss decoding is an ongoing project and new information is occasionally found.

T	Truck
R	Regular Fuel
P	Premium Fuel
LC	Low Compression
HC	High Compression
MP	Maximum Performance
HP, HP2,	High Performance
✠	.001" Undersize Crank
✠ and X	.010" Undersize Crank
◊	.008" Oversize Tappets
O.S.	.005" Oversized Valve Guides
X	Oversize Valve Guides
S	Special Engine (possibly warranty)
SP	Special Engine (TA340 or police)
WT	Water Tested
H	Hemi (before displacement: H426)
A	.020" Oversize Cylinder Bore
B	.010" Undersize Main and Rod Bearings
E	Cast Crank
H	Standard 4-bbl V8

B/RB Big Block and Hemi ID Boss

Big Block: Locating the ID pad on big blocks is the easiest way to distinguish a "B" engine from an "RB" engine. On "B" engines, the ID pad is located on the passenger's side of the engine, just below the cylinder head next to the distributor base; on "RB" or Hemi engines, the ID pad is located on top of the block directly in front of the intake manifold valley pan, next to the distributor base toward the driver's side.

The first letter is the year code, followed by the engine's displacement. Hemi engines have an "H" after the year letter and before the displacement, while truck blocks have a "T" in this location. Engine displacements before 1965 may have a digit missing. For example: 36=361, 38=383, 41=413.

EH426
1 - 16 - 06
A P ◊

This line contains the build date and the number engine that was built that day.

- The first number is the month (or a fourth digit, 10,000-day calendar date).
- The second number is the day of the month (or a fourth digit, 10,000-day calendar date).
- The third number is the build sequence for that day. This example engine was the sixth built.

The last line carries any secondary information pertaining to the build of the engine. Any symbol or letter on this line had a special meaning. This example engine has an A (oversize cylinder bores), P (premium fuel only) and ◊ (oversize tappets).

Model Year Codes

The following is a list of letter codes and their corresponding years. The year always precedes the engine displacement.

P = 1960	A = 1965	F = 1970	K or 4 = 1974
R = 1961	B = 1966	G = 1971	L or 5 = 1975
S = 1962	C = 1967	H = 1972	M or 6 = 1976
T = 1963	D = 1968	J = 1973	N or 7 = 1977
V = 1964	E = 1969		

Assembly Plant Codes

K =	Toluca
M or PM =	Mound Rd.
MV or MN =	Marysville
T or PT =	Trenton
W =	Windsor

Cylinder Heads

Head casting numbers can be found in two places on both big- and small-block engines. The first is under the valve cover, where you'll find a complete number as well as other casting information like the date and clock. These numbers may be covered in hardened, burned oil (a.k.a. "coke"), which may make them hard to read. The head must be off the engine to find the second position, which is located on the combustion chamber side of the head on the runners.

Casting No.	CID	Year	Remarks
2206324	361, 383, 413	61–62	
2206924	361, 383, 413	62	
2402557	413	63	
2206035	170, 225	62–63	
226341	318	62–67	
2402286	413	62	Stage I
2406516	361, 383, 413	64–65	
2406516	426	64–66	Street Wedge
2406516	413	65	300L
2406516	383	66–67	
2408520	413	64	300K
2406518	426	64	Stage III
2463209	426	63	Stage II
2463200	361, 383, 413	63	
2206035	170, 225	64–66	
2465315	273	64–65	
2468016	426 HEMI	64	Cast K Head
2531110	426 HEMI	65	Aluminum "Alcoa"
2531695	426 HEMI	65	Rev B "Alcoa"
2531718	426 HEMI	A148	
2531894	340	68–70	X
2532080	273	64–65	
2536178	273	66	Early
2658234	273	66	Late
2658920	273-4	66	
2780559	426 HEMI	66–71	Cast Iron
2780559	426 HEMI		Cast Iron, Twin Plug
2406158	383-440	67	Non-HP
2780915	383-440	67	1.6 Exh Valve = Non-HP
2780915	440	67	1.74 Exh Valve = HP
2658920	273-318	67	
2658920	273	66	
2843675	273	68–69	
2843675	318	68–71	
2843169	170-225	66–69	
2843169	198, 225	70–71	
2843169	198, 225	74	
2843906	383, 440	68–70	
2945270	426 HEMI	D3	
2951250	383, 440	68	
3418915	360	70–71	Z or O 1.88 Int Valve
3418915	340	71	J or U 2.02 Int Valve
3418915	340	70	U or O 2.02 Int Valve
3418915	340, 360	71–72	J 1.88 Int Valve
3462346	383, 400, 440	71–72	
3462346	400, 440	73	
3462598	340	70	AAR, TA
3512015X	426 HEMI	D4	Cast Iron
3698995	198, 225	72	
3614850	198, 225	72–73	
2843675	318	72–74	
3671587	360	73–74	
3671587	340	73	
3614433	426 HEMI		Aluminum
3614476	B/RB		Stage IV
3751213	400, 440	73	Motor Home
3769902	400, 440	74	

VEHICLE IDENTIFICATION

Intake Manifold

Finding the intake manifold casting number is fairly simple. Usually, the casting number is on top of the manifold, close to the carburetor mounting pad. Occasionally it's on the bottom of the manifold, which can pose an identification problem if it's still installed on the engine.

Cast No.	Metal	Year	Body	Engine	Remarks
1733878	Alum	1956-57	C	303 2-4	Fury
1735917	Alum	1956-57	C	315 2-4	500 "A" Option
1822004	Inline	1957-58	C	318 2-4	WCFB 4BBLs
1851898		1959-60	C	383 1-4	RB-Engine
1851899		1959-60	C	383 1-2	RB-Engine
1859229		1957-61	C	318 1-4	WCFB 4BBL
2264877	Inline	1959-61	C	413 2-4	300 E-F-G
1827899	Inline	1958	C	350 2-4	
1827899	Inline	1959-61	C	383 2-4	343 HP
1947162	Alum	1961	C	383+413 2-4	Left
1947163	Alum	1961	C	383+413 2-4	Right
2129898	Alum	1960-62	A	170+225 1-4	Hyper Pak
1859229		1962	B	318 1-4	
2205968		1962	B	361 1-4	
2205968		1962	B	383 1-4	
1827899	Inline	1962	B	383 2-4	343 HP
2206000		1962	B	413 1-4	D2, P2
2206000		1962	C, D	413 1-4	C2,C3,Y1
2264877	Inline	1962	B	413 2-4	385 HP
2264877	Inline	1962	C	413 2-4	300-H
2402726	Alum	1962	B	413 2-4	Max Perf I
2205968		1963	B	383 1-4	
2206000		1963	C, D	413 1-4	Exc. 300-J
2129985	Alum	1963	C	413 2-4	300J Right
2129987	Alum	1963	C	413 2-4	300J Left
2402726	Alum	1963	B	426 2-4	Max Perf I
2402728	Alum	1963	B	426 2-4	Max Perf II
2205968		1964	B	383 1-4	
2206000		1964	C, D	413 1-4	
2129985	Alum	1964	C	413 2-4	300K Right
2129987	Alum	1964	C	413 2-4	300K Left
2402728	Alum	1964	B	426 2-4	Max Perf III
2406185	Alum-B	1964	B	426 1-4	Max 1-PL Short
2465165	Alum-B	1964	B	426 1-4	Max 2-PL Short
2468045	Alum	1964	B	426 2-4	S/S Hemi Strip
2206000		1964	B	426 1-4	Street Wedge
2468043	Holley	1964	B	426 1-4	Hemi NAS-Track
2465726		1965	A	273 1-4	
2205968		1965	B, C	383 1-4	
2206000		1965	C, D	413 1-4	
2536900	Mag	1965	B	426 2-4	S/S Hemi Strip
2206000		1965	B, C	426 1-4	Street Wedge
2531631	Rat Roadster		B	426 1-4	Hemi/Holley
2946278	Inline Inverted		B	426 2-4	Hemi/Holley
2536563		1966	A	273 1-4	HP
2536636		1966		273 1-4	Marine
2536771	w/C.A.P.	1966	A	273 1-4	HP
2205968		1966	B, C	383 1-4	
2531921	Inline	1966	B	426 2-4	Hemi/Holley
2780543	w/DPCD	1966			
2780544	w/Hole	1966	B	426 2-4	Hemi/Carter
2206000		1966	C, D	440 1-4	
2536563		1967	A	273 1-4	HP
2536771	w/C.A.P.	1967	A	273 1-4	HP
2846346				273 1-4	Marine
2205968		1967	ABC	383 1-4	HP
2780543	w/DPCD				Early
2780544	L/Hole	1967	B	426 2-4	Hemi/Carter
2780543					
2780544	Wall Cut	1967	B	426 2-4	S-Stock
2780543	w/Pentstar				Late
2780544		1967	B	426 2-4	Hemi/Carter
2536900		1967	B	426 2-4	Hemi NASCAR
2806178		1967	B	440 1-4	HP

Intake Manifold (cont.)

Cast No.	Metal	Year	Body	Engine	Remarks
2531915		1968	A	340 1-4	HP
2806301		1968	ABC	383 1-4	
2780543	w/Pentstar				
2780544		1968	B	426 2-4	Hemi/Inline
2536900	Mag	1968	A	426 2-4	Hemi/Crossram
3531960			Parts	440 1-4	
2806178		1968	B/C	440 1-4	
2531915		1969	A	340 1-4	HP
2846704				340 1-4	Marine
2806301		1969	ABC	383 1-4	
2780543	w/Pentstar				
2780544		1967	B	426 2-4	Hemi/Inline
2806178		1969	ABC	440 1-4	
3412046	Alum	1969	B	440 3-2	Edelbrock
3462848		1970	A, E	340 1-4	
3418681	Alum	1970	E	370 3-2	Edelbrock
3418681	Alum	PARTS		340 3-2	Edelbrock
2951666		1970	BCE	383 1-4	
2780543	w/Pentstar				
2780544		1970	BE	426 2-4	Hemi/Inline
2951736		1970	BCE	440 1-4	
2946275	Iron	1970	BCE	440 3-2	Early
2946276	Iron	1970	BCE	440 3-2	Late
3412046	Alum	1970	BE	440 3-2	Edelbrock
3512100		1971	ABE	340 1-4	
3549885	Alum	PARTS		340 1-4	Edelbrock
2951666		1971	BCE	383 1-4	
2780543	w/Pentstar				
2780544		1971	BE	426 2-4	Hemi/Inline
3512501		1971	BC	440 1-4	Exc. Imperial
		1971	C	440 1-4	Imperial
2946276	Iron	1971	BCE	440 3-2	
3614025		1972	ABE	340 1-4	Less N95
3671918		1972	ABE	340 1-4	With N95
3614046		1972	BC	400 1-4	Less N95
		1972	BC	400 1-4	With N95
3614014		1972	BC	440 1-4	Less N95
		1972	BC	440 1-4	With N95
		1972	BC	440 1-4	Less N95
		1972	BC	440 1-4	With N95
2946276	Iron	1972	B	440 3-2	Very Early
3671918	w/EGR	1973	ABE	340 1-4	
3671879		1973	BC	400 1-4	
3698444		1973	BC	440 1-4	Exc. Imperial
		1973	C	440 1-4	Imperial
3698434		1974	ABE	360 1-4	
3694882		1974	BC	400 1-4	
3751728		1974	BC	440 1-4	
3690187		PARTS	B	440 3-2	Edelbrock

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